CYCLE NEWS

Jan. 14/Jan. 28, 1987: Number 1

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Impressions: '87 Yamaha street bikes

Doing Yamaha time in France

Test: Kawasaki KLR650

Paris-to-Dakar alternative

History of Motocross: Part 2

CMC Golden State & AMA Florida Winter AM MX Series opening rounds

America's motorcycle newspaper

In the WIND

BY PAPA WEALEY

Jo Jo Keller (Kaw) had a perfect 1-1 day in the 500cc Pro class at the second round of the '87 Florida Winter AM MX Series at Diamondback Raceway in Cocoa. Jim Kapitan (Hon) was second in the 500cc Pro class with a 4-2 tally. Multi-time champ Bob Hannah (Suz) logged a 2-1 moto performance to top the 250cc Pro class. Canadian Ross Pederson (Yam) was second overall with a 3-2 performance. Fred Andrews (Hon) and Guy Cooper (Hon) swapped moto wins with Andrews' 2-1 tally taking the overall win over Cooper's 1-2 in the 125cc Pro class.

Yamaha Support rider Jeff Stanton injured a knee while practicing for Sunday's Florida Winter AM round and was flown to his home in Michigan to undergo arthroscopic surgery. Stanton says he'll be OK in time for the Anaheim (California) Supercross on January 31.

Mike Rhoads took the early lead in the AMA Pro Indoor Ice Racing Series after scoring 14 points out of a possible 15 in the opening round in Fort Wayne, Indiana, January 2. The first round of racing saw a three-way tie for second as six-time champ Garth Brow, Eddie Morris and Dave Hebb each came away with 12 points. Brow did win the main event, but only the round-robin heat races score points towards the championship.

Former Grand National Champion Ricky Graham will compete in the Daytona 200 on a Kawasaki Ninja 750. Graham has a practice bike at his home in northern California and is getting the race bike ready for the March 8 race. "I've been riding around the hills of Big Sur," Graham said. "I love it. It's really a neat bike. Last year at Daytona I got on a road racer after not even riding a street bike for a year. I could barely ride it out of the pits much less race it. Things will be different this year."

Despite signing an agreement with the team, Frenchman Raymond Roche will not campaign a Skoal Bandit Suzuki V-four in the 1987 Grand Prix Road Race season. Roche and Belgian Didier de Radigues have signed contracts with Cagiva to ride its V-fours in the upcoming 500cc GPs. Much like Scotland's Niall MacKenzie, who has signed to race factory HB Cigarette-sponsored Honda V-fours, Roche had signed an agreement with the Skoal Bandit team before coming to terms with Cagiva. At presstime Skoal Bandit had not signed a rider to campaign its new Suzuki V-four in the GPs, but AMA/Camel Pro Road Racing Champion Fred Merkel is high on the team's list of prospective riders. Australian Paul Lewis, who rode for the team last year, and Kiwi Richard Scott are the other two candidates for the Skoal Bandit ride.

The Great American Motorcycle and ATV Show will take place in Pomona, California, on January 9-11. In addition to the hundreds of 1987 motorcycles, ATVs and accessories, the show will include seminars on how to get started in motorcycle touring conducted by the Gold Wing Road Riders Association.

Former 250 and 500cc motocross World Champion Hakan Carlqvist looks set to ride a Kawasaki from the Swedish Kawasaki importer in the 1987 500cc GPs. The 32-year-old Swede was dropped by Yamaha after finishing eighth in the 1986 500cc World Championship.

Johnny O'Mara, who recently signed with Suzuki, suffered facial lacerations and "road rash" when he bailed while riding his bicycle near his Simi Valley home in southern California during the holidays. O'Mara's upper lip may require plastic surgery, but the motocrosser reports he escaped damage to his teeth with the exception of one chipped tooth. "I'm back riding and will compete in the Anaheim Supercross (January 31). The thing that bothers me the most right now is the road rash on my knees."

According to the Texas Motorcycle Dealers Association, 2100 blank titles were stolen from the Austin Regional Office of the State Department of Highways and Public Transportation, Division of Motor Vehicles. Purchasers of motorcycles should be alert to Texas titles with the following control numbers: Set One: 48597046-48597225; Set Two: 48620326 -48622325. If you receive a title with one of the above control numbers, the TMDA urges you to contact your local police department immediately.

BORN: Aaron Daniel Chivington, son of Camel Pro road racer Dan Chivington and wife Diana, on December 1, in Marion, Ohio.

EXPANDING: The Honda Sport Touring Association, formerly the Honda V-4 Sport Touring Association, to welcome *all* Honda owners rather than just Honda V-4 owners to take part in the association's activities; a sample newsletter and membership application may be obtained by writing: HSTA, 112 Bishopgate Rd., Columbia, SC 29210.

Although initial reports had Holland's Kees Van der Ven switching to the 250cc class for the World Championsip MX season, it now appears the KTM factory rider will stick with the 500cc class. Van der Ven finished fourth in last year's 500cc title chase.

Confirmed entrants for the Saturday night, January 10, AMA-sanctioned $5000 pro half mile race at Los Angeles County Fairgrounds in Pomona, California, include Camel Pro veterans Alex Jorgensen and Terry Poovey. Run in conjunction with the Great American Motorcycle & ATV Show at the fairgrounds, racing Saturday night gets underway at 8.

The final two rounds of the Florida Winter AM MX Series have had location changes, according to WorldSports Promotions. The January 17-18 round will take place at Croom Raceway in Brooksville, and the January 24-25 event will take place at Gatorback Raceway Park in Gainesville.

Like father, like son. Tim Arfons, the son of Art Arfons of Green Monster jet-powered drag car fame, will be a guest on Motorcycle World with Larry Huffman, the satellite broadcasted radio show on Sunday evening, January 11. Tim Arfons has built a jet-powered Suzuki QuadRacer. He claims the four-wheeler will exceed 200 mph, thanks to power from a 1500 horsepower General Electric T58 jet engine. Check out the Motorcycle World ad elsewhere in this issue for a list of stations that carry the show.

JOINED: Chuck Lindsay, Lemans/Parts Unlimited as sales rep in Pennsylvania, West Virginia and Ohio; formerly sales rep for Rocky for 11 years.

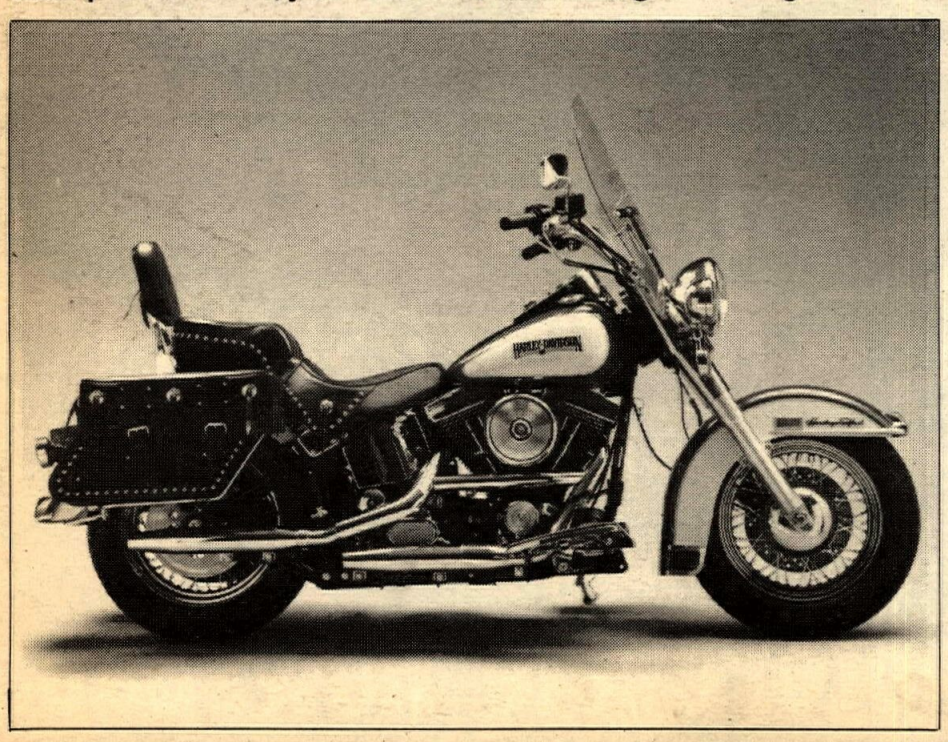
American Honda technical reps Gary Martini and Steve Carter will attend many NMA and AMA Amateur/Youth Motocross Series events in conjunction with Honda's contingency support program. Martini, who has been on the circuit for five years, and Carter, whose credentials include eight years as a Team Honda MX mechanic for Jim Gibson, Rich Coons and Danny Chandler and for the past three years ATV champ Marty Hart, will be equipped to assist all Honda-mounted riders with emergency parts needs for 1987 CRs and technical advice for all Honda riders.

Sunday, January 18, will be a gold letter day for MXers Dane Wigington of Desert Knolls, California, and Jeff Pestana of Salinas, California. By getting the gas on in 1986 CMC-sanctioned motocross races they each won a specially painted 1987 Dodge Power Ram 50 truck. The Dodge trucks will be given to Wigington and Pestana at the Carlsbad Raceway round of the 11th Annual Dodge Truck Golden State Nationals.

Harley-Davidson will be offering free demonstration rides on their 1987 models at the January 9-11 Nissan Great American Motorcycle & ATV Show at the Los Angeles County Fairgrounds in Pomona, California. To take advantage of the offer, you must be 21 years of age or older and have a valid motorcycle operator license.

According to the Los Angeles Times, the third, fourth, eighth and ninth largest crowds that have been on hand for events at California's Anaheim Stadium were there to watch supercross races. The largest turnout for supercross at Anaheim Stadium, which is celebrating its 20th anniversary, numbered 68,383 for the January, 1984 race. What is the largest crowd in the history of the stadium? A Billy Graham crusade in 1985 drew 80,600. The 1987 Supercross season gets underway with the Anaheim round on Saturday night, January 31. •

Harley-Davidson has announced the 1987 FLST Special. Based on the Heritage Softail, this new "dresser" features a two-tone blue and cream paint job that was original equipment in the '50s, black/chrome powertrain with polished fin edges, windshield and running lights with the turn signals mounted directly below the spotlights like the Electra Glide's, leather saddlebags with studs and conchos, a new two-piece saddle with larger passenger seat featuring studs and conchos to match the bags, and a backrest with larger pad and a concho. The FLST Special's suggested retail price is $9999, just $520 more than the regular Heritage.



AMA announces carb restrictor rules

WESTERVILLE, OH, JAN. 5 American Motorcyclist Association (AMA) officials have announced details of air intake controls designed to improve reliability of 750cc twin cylinder machines campaigned in professional dirt track racing.

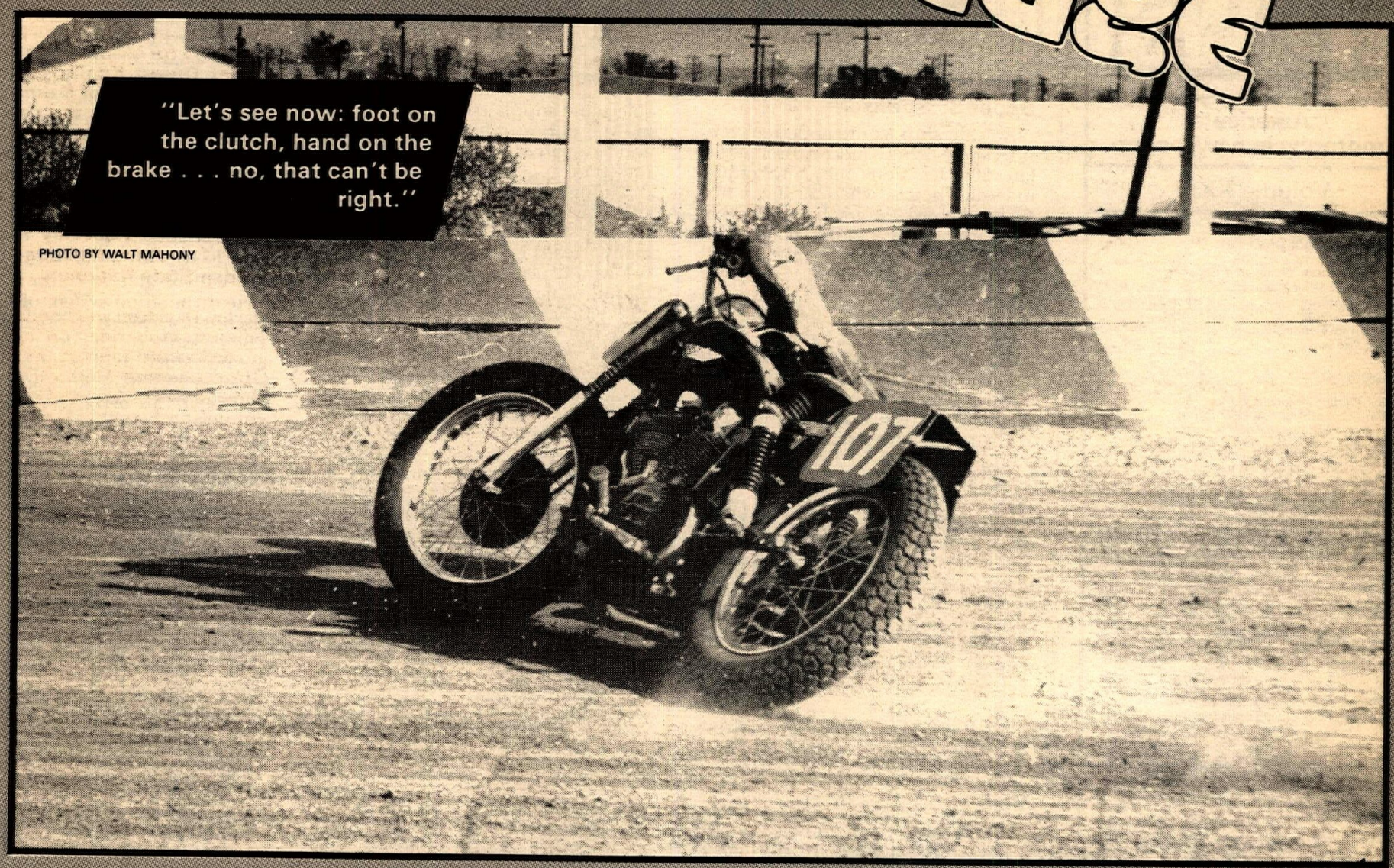
The new rules, announced in a January 4 meeting of the AMA Board of Trustees in Chicago, will take effect in early April with the first Grand National event of the upcoming season.

Virtually all AMA Experts currently utilize one of two powerplants in half mile and mile track events: Harley-Davidson's XR750 or Honda's RS750. The new rules require use of AMA-supplied 33 millimeter manifold plates on those engines. That rule will stand for the 1987 season, after which adjustments — possibily including variably-sized manifold plates — will be considered for 1988.

Previously or newly-approved engines other than the XR750 and RS750 will not be governed by the rule unless a clear need is indicated to maintain competitive racing. AMA

(Continued to page 4)

Over the edge



"Let's see now: foot on the clutch, hand on the brake . . . no, that can't be right."

PHOTO BY WALT MAHONY

Copyright Page 3 Productions. From an idea by Carol Sims

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America's motorcycle newspaper

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: Paul Carruthers rides the 1987 Yamaha FZ750R at the Paul Ricard race track in the south of France. For Yamaha sport bike riding impressions, see page 12. Photo by David Dewhurst.

voices

Super Sr. sponsor

A dealership would not often consider sponsoring a motocrosser in his late 20s, let alone 30s, and rarely indeed is the case where a rider in his 40s gets helped. I would like to thank a particular dealership that sponsored a Super Senior rider during this past season. Cherry Hill Honda in southern New Jersey did this for me, and although my goal to compete at the Amateur National Championships wasn't possible this year due to a job change that kept me traveling on business, they still backed me. I finished high this season, and intend to do better next season in the Amateur ranks as well. I will credit Cherry Hill Honda with any success I gain, whether or not I secure their sponsorship again. This is a class dealership, their faith in me is appreciated and I intend to demonstrate the wisdom of it next season. Purchasing your equipment there would be a wise move since the entire staff is professional, experienced and well equipped. If you do, please tell them Brewer sent you.

K. BREWER
District 6 #27
Willingboro, NJ

Baja 1000

To set the record straight, due to last-minute changes in my entry, SCORE International could not change our listing. Our team consisted of Ed Ashe, Randy Hall and myself, riding a 250cc Kawasaki in Class 38. We finished 4th in our class in our first attempt.

I'd like to thank our sponsors Kawasaki, Pacific Racing, Michelin through IRCT, Scott Goggles, IMS, and especially Chris Haines for all his help.

T.J. VALLELY
Danbury, CT

It's been great

After 17 years of working with the greatest people around I am going on to new pastures. It has been a real thrill to work with and be a part of some of the greatest growth and change the motorcycle industry ever saw.

I remember well the first *Cycle News East* office here in the little city of Amherst, Ohio, and spending enjoyable times chatting with Chuck Clayton about this new exciting sport of cycling. Helping promote some of the first motocross races in the country and putting on the first AMA professional motocross with Dick Klamfoth were rewarding experiences as were the many years I spent working for and promoting Penton Motorcycles and Hi-Point Racing Products.

I'll cherish the many memories of traveling all over the country and world with my boss, friend and confidante, John Penton; riding enduro events and racing motocross and totally loving the sport; and helping to supply the world's finest racing products and seeing them develop over the years.

I am extremely proud of the fine record and name our company has enjoyed all these years. The many dedicated individuals I have worked for and with, all our dealers, support riders and suppliers who have given me the opportunity to know them and be a part of a dynamic and exciting sport.

Though I won't be working in the sport I will certainly still follow and love the sport and hope to retain the many friends I've made.

I would personally like to thank the following people who have helped and worked with me throughout these fun years: John Penton, Larry Maiers, Kathy and Robert Towne, Ralph Haslage, Jack Penton, Bob Lenk, Jack Mangus, Mike Church, Dave Duarte, Scott Wallenberg, Dave and Rita Coombs, Jack Lehto, Eric Trunkenpolz, Kalman Cseh, Bill West and many others too numerous to mention.

Special thanks to my lovely wife Barbara who nursed me through 15 years of enduro riding and our many vacations at the races.

MATT WEISMAN
Elyria, OH

Weisman was Penton Motorcycles and Hi-Point Racing Products advertising manager . . . Editor.

Thank you

I would like to express my sincere thanks to everyone who contributed in large and small ways to my 1986 racing effort. Special thanks to Team Leoni; Reno Leoni, machine extraordinariere, Rick Chappa, Team manager and Stefano Leoni, engineer. Also, V.J. Herbez of Vernon's Cycles, Uncle Don, Brian and Donnie of Parfuse, Victor, Steve Feree at WIW Cycle Center and Cagiva-Ducati Italy, who provided the race bikes for Daytona.

For product and racing gear my thanks to Aldo and everyone at Michelin, Nippondenso, Moto-X Fox, Arai, Sinisalo, Cosmopolitan, Tsubaki and Moto U.S.A.

My gratitude to my family, friends and Melanie, who are always behind me 100%.

Finally, there are no words to describe my feelings for Reno Leoni. For his leadership, support and total honesty. I will be forever grateful.

JIMMY ADAMO
Glen Cove, NY

Adamo, a multi-time Battle of the Twins champ, is the 1986 AMA CCS Formula 2 and Supertwins champion...Editor.

Wind

(Continued from page 2)

retains the right to impose such restrictions.

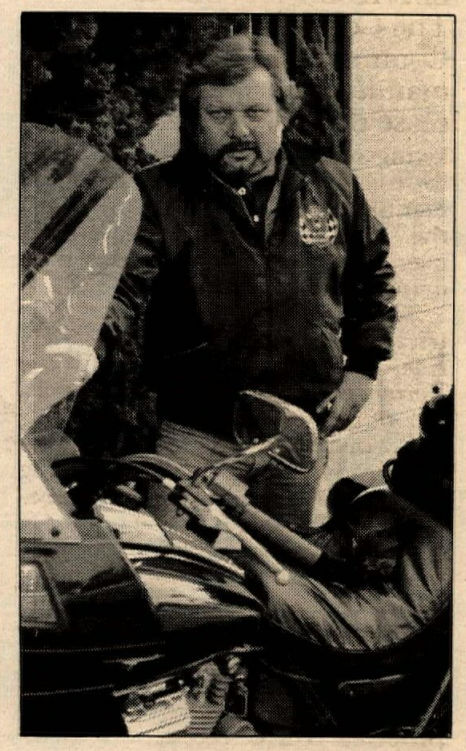
In AMA's Junior division, air intake plates for twin cylinder machines have been increased form 28.5 to 29mm in diameter. Specific rules for the Junior class — with the exception of the allowable diameter — remain unchanged from 1986. This allows competitors to simply bore out manifold plates used in 1986 to take advantage of the larger air intake allowance. The regulations for the Junior division take effect following a race in Pomona, California, on January 10.

"Spiraling costs in dirt track racing are a serious concern," said AMA Vice President of Professional Competition Bill Amick. "These rules will lead to improved reliability due to reduced stress on engines. Other cost-reducing measures will be examined in the future."

Full details of the new dirt track rules will be provided to all AMA-licensed dirt track riders through a competition bulletin mailed on January 8.

In other news related to AMA professional competition, a carburetor claiming rule has been implemented for 1987 in the Superbike road racing class.

Under the claiming rule, competitors will be able to claim the complete carburetion system of a rival's machine for a purchase price of $3000. The measure is intended to discourage introduction of prohibitive carburetion systems in Superbike events. Full details are being provided to all AMA-licensed professional road racers. ●



Egloff Rides for Sight

By Paul Carruthers

George Egloff, two-time winner of the Iron-Butt Rally, is hitting the highways for charity as he sets his "sights" on an 18,000 mile trip to raise funds for the RP (retinitis pigmentosa) Foundation Fighting Blindness.

Egloff's Ride For Sight trek began in Dallas, Texas, on December 14 and will end in Atlanta, Georgia, on February 27.

Retinitis pigmentosa is a group of hereditary eye diseases that affect the retina; the retina slowly deteriorates and loses the ability to transmit pictures to the brain.

Egloff will go coast-to-coast three times this winter on behalf of the fight against RP. The New Jersey resident is riding a Harley-Davidson-sponsored FXRT Sport Glide and will ride from show to show on the Nissan Great American Motorcycle and ATV Show circuit.

"I'll be at every show as long as I don't get stuck in a snowstorm," Egloff said.

Egloff said he will ride 700-800 miles on clear days in order to have a cushion for days when winter storms will keep mileage to a minimum. The trip will see Egloff at Great American Shows in Pomona, Cali-

fornia, New York, San Francisco, Philadelphia, Chicago and finally Atlanta.

Egloff will have a booth at all the shows and will answer questions about the ride and will take donations toward the charity.

Egloff's main goal is to inspire other motorcyclists in the United States to organize local Rides For Sight to generate funds for the battle against RP.

For more information about retinitis pigmentosa and Ride For Sight contact RP Foundation Fighting Blindness, National Headquarters, 1401 Mt. Royal Avenue, 4th Floor, Baltimore, Maryland 21217, 301/225-9400. •

CPSC seeks voluntary ban of small ATVs

By Farren Williams

BETHESDA, MD, DEC 18

The Consumer Product Safety Commission voted today to ask manufacturers to voluntarily cease the production and marketing of scaled-down ATVs designed for use by children under age 12. If manufacturers fail to comply with the CPSC request, the commission may force compliance through a mandatory federal ban.

"The ATV is not just another little tricycle that any child can safely ride," said Commission Chairman Terrence Scanlon. "Even the smallest of ATVs is a relatively heavy, motorized recreational vehicle that can tip over, or roll over, bringing serious harm to even the most capable of child riders.

"Parents, along with industry representatives, should be forewarned of the dangers associated with letting children under 12 continue to ride ATVs," Scanlon said. "It is my hope that neither group will wait for the commission to act before taking appropriate corrective action themselves."

Following brief discussion on the issue, Commissioners voted 2-1 to notify manufacturers that the CPSC urges the voluntary removal from the market of child-size ATVs. The motion included a provision that delays any action by the commission until industry representatives have had ample time to respond to the CPSC request.

The action was taken before a crowded congregation of interested onlookers, including executives from the Specialty Vehicle Institute of America, an editor from *Cycle News*, representatives from most major ATV manufacturers, and several reporters from local media and the national press.

Carol Dawson, the lone commissioner to vote against the measure, said the CPSC has not compiled statistical information proving that children riding scaled-down ATVs are at greater risk. In fact, statistics from an 18-month, $2.2 millon federal study of ATV safety hazards, conducted by a special CPSC ATV Task Force and released late last year, suggest that most children who are injured while riding ATVs are injured on *adult-sized* models.

Paul Golde, director of safety standards and technical programs for the SVIA, feels that children riding child-sized ATVs are not exposed to unreasonable risk.

"We take exception to (the commission's) call for a voluntary cessa-

(Continued to page 11)

(Advertisement)

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- The Press called the '86 Race "The absolute best, most exciting motorace of any kind in 15 years."
- *Sports Illustrated* called it a "HYPED-UP, FLIPPED-OUT SPORTING EXTRAVAGANZA, that's all mud, sweat & gears."
- The ONLY MOTORCYCLE RACES of any kind in 1987 at either Anaheim or San Diego Stadium.
- Because of Coliseum construction, these are probably the only Supercrosses in Southern California this year.
- AMA sanctioned, all the Factory Riders, Mike Goodwin produced, tracks wider and wilder than last year, 2 sets of triples.
- Rick Johnson vs. David Bailey in a blood feud. Plus Johnny O'Mara, who, while on a 125, beat World Champ David Thorpe on a 500 and says, "I'll take 'em on my Suzuki."

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Rick Johnson (left) and Jeff Ward battle during the first 250cc Pro moto. Johnson was later disqualified from the race for unsportsmanlike conduct. Ward finished second overall with a 2-2 outing.

Ron Lechien captured the 250cc Pro class victory with a flawless 1-1 tally, making it a Kawasaki 1-2 class sweep. Third went to Suzuki's Erik Kehoe.

CMC/Dodge Truck Golden State Nationals: Round 1

Lechien nips Ward at GSN opener

By Kit Palmer
Photos by Nate Rauba

ADELANTO, CA, JAN. 4

On a cold, wet grey day in southern California's high desert, Kawasaki's Ron Lechien survived two hard get-offs in his 250cc Pro qualifier, a midrace brawl in the finals and strong challenges by teammate Jeff Ward to nail down the 250cc class overall at Sunrise Cycle Park. Lechien's victory wasn't a pretty one, but when it was all over he did collect a 1-1 tally, giving the Kawasaki rider the overall for the opening round of the eight-race Continental Motosports Club/Dodge Truck Golden State Nationals Series.

Lechien wasn't the only winner of the day. In the 125cc Pro class, Canadian rider Allen Dyck took advantage of extremely muddy race conditions to nail the overall with a 3-1 tally, while Kawasaki-mounted Mike Fisher captured the 500cc Pro class victory, also via a 3-1 combination. In the Vet Pro class, "Rocket" Rex Staten defeated Gary Semics for the overall, while Suzuki rider Butch Smith put a second-moto, first-turn pile-up to good use and went away with the Mini Expert win.

A steady downpour of rain kept track conditions less than ideal throughout the day. By the time the second round of motos came around late in the afternoon, the normally dry and sandy track had turned into a soupy mess, making it extremely difficult for riders to just ride around the course without getting stuck in one of many bike-swallowing mud holes.

By far, the most dramatic racing of the day took place in the 250cc Pro class, which featured the talents of former National Champions Lechien and Ward, and current National champ Rick Johnson, who rides for Team Honda.

When the gate dropped for the start of the first moto, though, it was Suzuki's George Holland who took the lead as the pack rounded the first turn. In close pursuit were Lechien, Ward, Kawasaki-mounted Mike Larson and Johnson.

A few turns later, Lechien had slipped by Holland for the lead, and by the end of the first lap, Holland had dropped back to fourth after both Ward and Larson moved by. Johnson was fifth, followed by Billy Frank, Erik Kehoe and Tommy Watts. By the third lap, Johnson had passed Holland and set after Larson; two laps later, Johnson was third, but a long way behind Ward, who was falling back behind Lechien.

At this point, all eyes were focused on Johnson, who obviously was the fastest rider on the track after quickly reeling in the leaders. Johnson made his move on Ward though a lake-filled turn and soaked Ward's goggles with mud. Ward immediately dropped off the pace and let Johnson go after Lechien. Just as he had done to Ward, Johnson quickly gained ground on Lechien, but time was running out.

On the final lap, Johnson was a few bike lengths behind Lechien, and with a few turns remaining, Johnson said Lechien started to ". . . brake-check me." This fired up Johnson.

Lechien crossed the finish line a few feet ahead of Johnson, but Johnson was made furious by Lechien's tactics. A short distance past the checkered flag, Johnson rode up along side of Lechien, jumped off his bike and landed a lip-splitting punch to Lechien's face. Then the two riders immediately rode back into the pits, where the feud continued.

"I'm tired of his (Lechien's) little games, and I'm not out there playing," said a very vocal Johnson. "Even though I was catching him, Lechien had the win in the bag, then he started to brake-check me and tried to take me out. It's not like this is the first time something like this has happened between us; it's been going on for four years. I'm just tired of it and I lost my temper. I guess it was the straw that broke the camel's back. I do want to formally apologize to Ronnie and to all the spectators that saw what I did. I shouldn't have done it."

Afterward, Johnson walked over to the Kawasaki pits to personally apologize to Lechien, but Lechien wanted no part of it and locked himself inside the cab of his box van. Lechien was quiet about the whole ordeal but did comment later. "I'm really not sure why he (Johnson) got so upset," said Lechien. "I did get a little squirrely off the start and cut in front of him. After that I didn't see him the whole race and I didn't have any idea where he was. I was out front riding my own race. But on the last lap, my pit board said he was getting close. Then I started making a few mistakes.

"I guess what made Rick mad was a few turns before the finish," said Lechien. "I was heading into this one-lined turned and I saw him coming up behind me real fast; I thought he was going to ram me. At that point, I had to slow down for the turn, and he almost hit me. Of course it wasn't anything intentional. After the race, he came up to me and grabbed my helmet and started yelling at me. I had no idea what it was about. Then he hit me and that really stunned me; I wasn't ready for that. It was a cold and cheap shot, and I didn't feel the need to talk to him after that. I didn't do anything that he or anybody else wouldn't have done. He just doesn't like getting beat, especially by me."

Johnson was later disqualified for unsportsmanlike conduct and was not allowed to ride the second moto. With Johnson's elimination, official scoring showed Lechien taking the win ahead of Larson, Ward, Holland, Frank, Kehoe, Jeff Leisk, Watts, Ty Davis and Russ Wageman.

The second 250cc moto was a Lechien/Ward duel from start to finish. Ward took the holeshot but Lechien dove to the inside of him in a turn and took over the lead during the second lap. Following in third was Yamaha-mounted Wageman, then came Frank, Holland, Honda rider Ricky Ryan and Watts. Larson had crashed and was trailing the pack.

As the race continued, both Lechien and Ward pulled away from the rest of the pack, while battling closely for the lead.

Wageman sat firmly in third, while Suzuki's Kehoe began to work his way through the pack. Kehoe shot past Watts, then Ryan and Frank, who had dropped to seventh in one lap. Kehoe then set after teammate Holland and chased him for the next three laps before settling into fourth behind Wageman.

Meanwhile, the battle up front remained tight between Lechien and Ward. With one lap remaining, Ward tried everything in the book to get around Lechien but failed. Lechien took his second moto win of the day ahead of Ward, Wageman, Kehoe, Yamaha rider Jeff Pestana, Holland, Frank, Davis, Doug O'Donnell and Shaun Wooten.

The start of the first 125cc Pro moto saw Suzuki teamster Donny Schmit power into the lead ahead of Honda rider Kyle Lewis. Schmit and Lewis quickly pulled away from the pack, but during the third lap, Schmit bailed off through a section of rocker jumps and broke his collarbone. Schmit's crash gave Lewis an automatic huge lead over the new second-place rider, Kawasaki-mounted Bader Manneh. Following Manneh closely were Cagiva rider A.J. Whiting, Jeff Matiasevich (Kawasaki), Jeff Mabery (Yamaha), Scott Brown (Yamaha) and Dyck. Trailing the field was Honda-mounted Larry Brooks, who was suffering vision problems because of the mud. After a couple of laps, Brooks had pulled off his goggles and was carrying his prescription glasses in his teeth. He sat out the rest of the day.

While Lewis held command of the lead, Yamaha-mounted Dyck was busy working his way up through the pack, passing one rider at a time until he was right on Whiting's rear fender. With Dyck hounding him in every turn, Whiting turned up the boost and started reeling in Manneh with Dyck in his draft. Just past the halfway point, both Whiting and Dyck slipped by Manneh for second and third. As the race progressed, Whiting pulled away slightly on Dyck. From this point on, positions remained unchanged with Lewis taking the win ahead of Whiting, Dyck, Manneh, Brian Manley, Terry Fowler, Ryan, Mike Kiedrowski, Willie Surratt and Tyson Vohland.

Dyck took command of the second moto at the drop of the gate, but hot on his tracks was Whiting. Manneh, Doug Dubach and Keith O'Neal rounded out the top five. During the second lap, Whiting dropped out of the race, giving second to fellow Cagiva rider Dubach. Dyck, who was mastering the mud with ease, was having no problems staying comfortably ahead of Dubach, who had developed a huge advantage over Fowler. Fowler had his hands full with Lewis breathing heavily down his back. With four laps remaining, Lewis found the fast line around Fowler for third.

Dyck flawlessly led a spread-out parade of 125cc riders to the checkered flag for the overall victory. Second in the moto went to Dubach, who finished 19th in the first moto after crashing twice. Third went to Lewis, while fourth fell to Tyson Vohland, who had earlier passed fifth-place finisher Fowler.

England's Rob Andrews was the early leader in the first 500cc Pro moto, while Kawasaki rider Phil Larson chased in second. Yamaha-mounted Jim Owens followed in third.

Near the end of the second lap, Andrews lost the front end of his Honda in a deep-rutted, right-hand turn, letting Larson take over the lead. Andrews recovered quickly enough to keep Owens from passing. Following in fifth was Kawasaki-mounted Mike Larson.

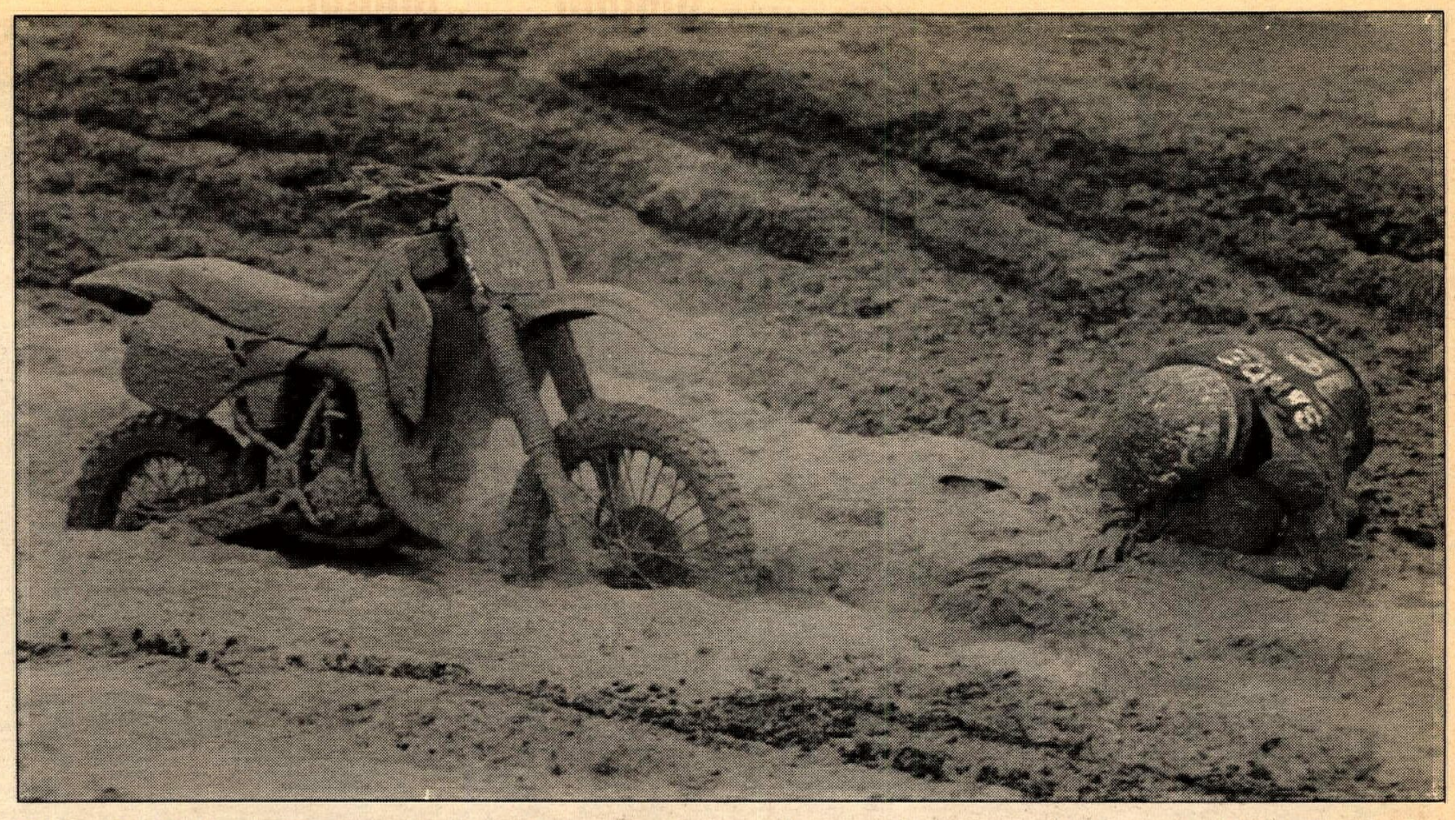
Phil Larson led for a lap before he, too, fell and dropped out of the picture. Andrews briefly had the lead again before Mike Larson moved up and zapped him. Once into the lead, Larson put to work his home-state Washington, mud-riding experience and blitzed home for the win. Second eventually went to Watts, who worked his way up from the back of the pack. Also working his way up from a poor start was Fisher, who landed third in the moto ahead of Andrews, Honda rider Brian Myerscough and Willy Simons.

Phil Larson grabbed the holeshot in the shortened, eight-lap second moto with Fisher in second and Andrews third. Larson looked to have the win wrapped up, but crashed in the mud, giving Fisher the lead a few laps from the finish.

Fisher stayed close to Larson throughout the race and took advantage of Larson's late-moto bobble. Fisher motored by Larson and stayed upright for the remaining few laps to take the win and overall. Third in the moto and second overall went to Andrews, while fourth and fifth in the moto went to English rider Mark Banks and Dan Berg.

In Mini Expert action, Suzuki-mounted Jimmy Gaddis was the rider to beat in the first moto. He was chased by Kawasaki rider Jeff Emig throughout the moto but shook free from him and into a commanding lead halfway through the race. A pair of Suzuki riders, Butch Smith and Buddy Antunez, battled back and fourth over third place, and it was Smith getting the upper hand after Antunez crashed. At the end of the moto, it was Gaddis way out in front followed by Emig, Smith, Antunez and Brian Gipson (Suzuki).

Gaddis' bid for the overall victory came to an abrupt end after getting involved in a huge first-turn pileup in the second moto. A number of riders slid out in the slippery mud, and taking advantage of the pileup was Yamaha rider Chad Pederson and Smith. Pederson led for a lap before Smith motored by and took a commanding lead. Chris Neal (Kawasaki) followed in third throughout the moto. When it was all over, Smith took the moto win and overall, ahead of Pederson, Neal, Antunez and Phil Lawrence (Yamaha).



Richard Sands took a flight over the handlebars after chosing the wrong line in a mud hole. It rained all day long.

Allen Dyck (122) paddles his Honda through the mud on his way to the 125cc Pro class win, via a 3-1 tally.

Staten cleaned up in the Vet Pro class. In the first moto, Staten stole the holeshot and led from start to finish. Honda rider Ken Zahrt chased in second for a while before Yamaha rider Billy Grossi cruised by Zahrt. Semics and his Honda took over third by the fourth lap and started to reel in Grossi. Soon after, Semics was inches behind Grossi as they battled in the mud. The duel lasted right down to the finish, but Grossi held on. Staten won the moto ahead of Grossi, Semics and Zahrt.

The second moto saw Semics take the early lead, but his bike stalled halfway into the first lap, giving Staten the lead. Semics quickly recovered and chased Staten throughout the moto but to no avail. Staten captured his second win of the day ahead of Semics, Zahrt, Steve Rawson and Bruce McDougal. ●

Results

125 PRO: 1. Allen Dyck (Yam); 2. Kyle Lewis (Hon); 3. Terry Fowler (Kaw); 4. Tyson Vohland (Kaw); 5. Willie Surratt (Suz); 6. Rick Ryan (Hon); 7. Bader Manneh (Kaw); 8. Doug Dubach (Cag); 9. Ty Davis (Hon); 10. Mike Kiedrowski (Kaw); 11. A.J. Whiting (Cag); 12. Chris Young (Yam); 13. Eddie Hicks (Kaw); 14. Scott Brown (Yam); 15. Keith O'Neal (Hon); 16. Jeff Stanford (Suz); 17. Grayson Hart (Kaw); 18. Jeff Mabery (Yam); 19. Scott Steffy (Yam); 20. Brian Manley (Yam).

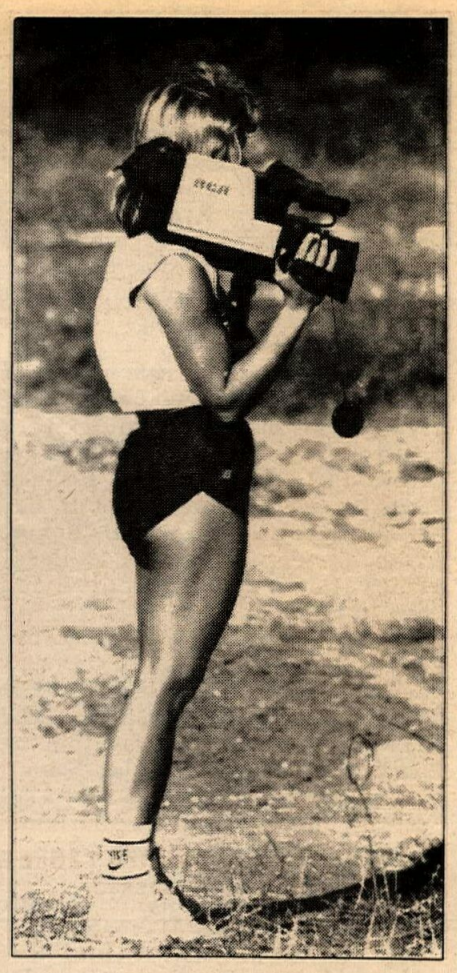
250 PRO: 1. Ron Lechien (Kaw); 2. Jeff Ward (Kaw); 3. Erik Kehoe (Suz); 4. George Holland (Suz); 5. Russ Wageman (Yam); 6. Billy Frank (Yam); 7. Mike Larson (Kaw); 8. Jeff Pestana (Yam); 9. Ty Davis (Hon); 10. Tommy Watts (Kaw); 11. Doug O'Donnell (Hon); 12. Shaun Wooten (Hon); 13. Jeff Leisk (Yam); 14. Todd Campbell (KTM); 15. Loch Names (Hon); 16. Jon Ortner (Hon); 17. Vince Warren (Hon); 18. Scott Davis (Yam); 19. Ron Meyer (Yam); 20. Shaun Kalos (Yam).

500 PRO: 1. Mike Fisher (Kaw); 2. Rob Andrews (Hon); 3. Phil Larson (Kaw); 4. Mark Banks (Hon); 5. Willy Simons (Hon); 6. Tommy Watts (Kaw); 7. Dan Berg (Kaw); 8. J.J. Taylor (Hon); 9. Greg Torgerson (Kaw); 10. Tim Cauby (Yam); 11. Scott Nielson (Hon); 12. Jim Owens (Yam); 13. Loren Pochirowski (Hon); 14. Mike Larson (Kaw); 15. Dave Newell (Kaw); 16. John Ray (Hon); 17. Brian Myerscough (Hon); 18. Tim Hanna (Hon); 19. Dean Brooks (Hon); 20. Gary Semics (Hon).

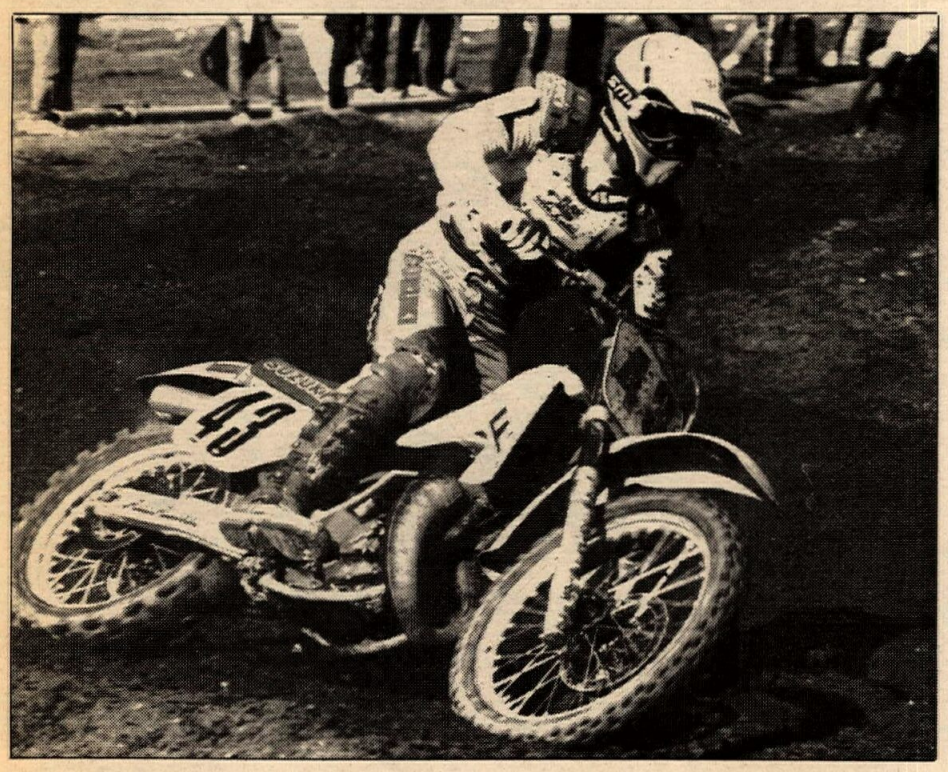
VET PRO: 1. Rex Staten (Yam); 2. Gary Semics (Hon); 3. Ken Zahrt (Hon); 4. Steve Rawson (Yam); 5. Alan Olson (Suz); 6. Bruce McDougal; 7. Paul Huebert (Hon); 8. Billy Grossi (Yam); 9. Rick Grant (Hon); 10. Randy Rodriquez (ATK).

MINI EX: 1. Butch Smith (Suz); 2. Buddy Antunez (Suz); 3. Chris Neal (Kaw); 4. Chad Pederson (Yam); 5. Brian Gipson (Suz); 6. Jimmy Button (Hon); 7. Steven Kotajarvi (Kaw); 8. Phil Lawrence (Yam); 9. Tommy Clowers (Yam); 10. Jimmy Gaddis (Suz).

Carrol Richardson (873) leads Fred Andrews (44), Don Hudson (157) and Scott Chesser (141) into turn one of the 125cc Pro class; Honda-mounted Andrews took the win.



The Florida sun brought out the shorts.



Bob Hannah rallied to take the second moto win in the 250cc class; Hannah finished second overall behind Keith Bowen.

Florida Winter AM MX Series: Round 1

Bowen, Stanton, Andrews tame the Gator

By Mike and Anne Adair

GAINESVILLE, FL, DEC. 27-28

Team Yamaha's Keith Bowen and Jeff Stanton, and Honda privateer Fred Andrews earned Pro class wins in the opening round of the Yamaha-sponsored Florida Winter AM MX Series at Gatorback Park. There were 739 riders from 20 states, Canada, Peru, England and South Africa, competing in the 17th running of the oldest motocross series in the nation.

Due to the 1987 Supercross schedule starting after the Winter AM's conclusion, factory riders are able to compete in all five of the series races this year, making the caliber of competition in the Florida sands keener than usual. Keith Bowen, 250cc winner, commented, "Jeff Stanton and I will both be able to stay down here and train for the '87 season. It should really help."

Suzuki Racing's Pat Alexander said, "We are really glad to be back at the Winter AM Series. Bob Hannah will race for the 250cc Championship and our hopes are on our new riders Keith Turpin, Ronnie Tichenor and Vince DeVane in the 125cc division. We hope that all this effort adds up to number one."

Yamaha, Kawasaki, Suzuki and Honda have posted individual cash and merchandise contingency awards which, combined with the purse for the series, totals over $200,000. Suzuki's offer of $2,000 for a first place 125cc or 250cc win prompted 125cc Pro winner Andrews to elaborate, "I wish my Honda was yellow."

Former series Amateur Champion, Stanton, in his first year as a pro, tallied an impressive showing: first in the 500cc class and third in 250cc action. "The whole idea of this series is to dial in your bike and get in shape," explained Stanton. "I plan to ride both classes again at Cocoa."

In the first 125cc moto Turpin took the first lap from Carroll Richardson with Andrews, Tichenor, Scott Chesser and defending champ Guy Cooper on the gas. Andrew's Wiseco/Pro Circuit/Hombre Int. Honda stalked Turpin and picked him off on lap three. "I had a better line in the sand," said Andrews. Turpin, who kept the pressure on, crashed hard and was forced to withdraw, adding, "It's the first time in my life that I got a good start, but then I ate the big one." Andrews rode to a solid win with Cooper and Tichenor close at the finish.

Yamaha/Hallman Racing-supported Kenny Bollmeier led the second moto with Tichenor eager and Andrews, DeVane and Mark Melton on the prowl. Andrews flipped in a sandy section and, trailing five feet of errant "roll offs," berserked the track. Tichenor's Alan Barker-prepped RM passed Bollmeier and hung on for the win with Andrews closing at the end. "I was very pleased with my first ride on the Suzuki," said Tichenor. "The rear shock was kicking in the first moto, but our adjustments corrected the problem and the bike worked fine." Chris Coleman put Kawasaki in the results by edgine Cooper for third overall.

Andrews said later, "My mechanic (brother) Joel signalled that I was six seconds back, but that flapping roll off caught in my rear wheel and tried to pull my head off. I decided to cool it for the overall."

Billy Liles' Kawasaki of Italy/M. Robert Kawasaki burned Joe Waddington, Mike Roth, Stanton and John Reinholt off the gate for a quick 250cc lead. Bowen and Hannah were mired in first lap traffic while Liles pranced. Bowen's Pete Steinbrecher-tweeked Yamaha/Bell/Scott/AXO-sponsored YZT knifed from ninth place and displaced Liles on lap four, then cruised to a solid win. "I have been down two weeks learning the new bike," explained Bowen. "It has a better powerband then the '86 and the Ohlins suspension makes it easier to ride."

Stanton bumped Liles for second with Hannah also victimizing Liles on the final lap for the number three spot. "I got tired," commented Liles. "The stadium races I have been riding in Europe are too short for much conditioning and it showed today." Hannah admitted later, "I made a bad guess on my suspension setting. The bike was just wrong. My arms pumped up so tight that Reggie Jackson could have hit a home run with the right one."

Stanton paced moto two with Kenny Keylon, Ross Pederson, Bowen and Hannah on the gas. Hannah's Suzuki moved by Bowen on lap five and, with the crowd screaming, sailed by Stanton on lap seven. Bowen stayed in the chase but the "Hurricane" was wired and took a popular moto win.

Overall winner Bowen elaborated, "Hannah was strong. You can't be-

Damon Bradshaw won the 125cc B and Mini A overalls after battling with John Kitsch in both classes.

lieve how smart he is. I tried his lines and couldn't even ride them much less go fast." Hannah added, "I changed both ends and mounted a different style Dunlop in the rear. It all worked. This new Suzuki is much improved over last year's bike. They listened to some of my suggestions and I think its paying off."

In the 500cc opener, Hi-Point/Barr Comp/Scott USA-backed Dickie Bellora led every lap for an upset win. Stanton fell at the bottom of the pit and struggled with his bike for second. Stanton said, "My bars got knocked loose and I had to pull them up every lap." Bellora explained, "This is the first year that Bobby Barr is helping me and my bikes are much more competitive now." David McLean rode back from near the rear to the second spot before Stanton relegated him to third. Jo Jo Keller, nursing a "Christmas flu bug," rode to a fourth-place finish in the class.

Stanton and Bellora swapped roles in moto two; Stanton roosting away and Bellora eating it big time. Seminole Honda/MX Fox-sponsored Kevin Foley shared the second place spot with McLean and then Keller. Keller ran out of gas with two laps to go and McLean edged Foley for second overall. Stanton said, "I got a good start so I tried to keep a steady pace and adapt to the new equipment. It feels really good."

Amateur

Damon Bradshaw and Robbie Neeley headlined a star studded amateur program with double class wins. Yamaha/MX Fox/Barr/Scott-sponsored Bradshaw battled Kawasaki's John Kitsch before winning the 85cc 12-15 and 125cc B contests. "I knew John would be tough today. He pushed me hard in the Winter Olympics," remembered Bradshaw.

Ageless Robbie Neeley tried for three wins and succeeded in the Senior and Plus 25 division. The Kawasaki/Gear/DMC/S&S-sponsored rider commented, "I tried for the 500cc A class, won the first moto, but bailed off in the second. I've got to train more next week."

In intense 125cc A competition, Jay Mann, Greg Bowen, Gary Gallway, Mark Larocco, Mark Lachowill and Kenny Kizzar raced for the gold. Mann and Kizzar took the moto wins and Mann the overall class win.

First 250cc A moto saw Winter Olympic Champion Kizzar take the lead on lap two, while Jon McCabe and Laroco moved up. Honda/Hi-Point-supported McCabe eventually topped Larocco and Kizzar for the win.

In the finale, Ellison and Kizzar held the lead until Alabama's David Kelley got his act together on lap three. Overall winner Kelley said, "I messed up in the first moto and got too far behind. McCabe was just too far ahead to catch."

Missouri's Mike Stahlman was patient in the first 500cc moto and stalked Neeley for a mistake that never came. In the final, Neeley hit a rock and blew his holeshot giving Stahlman a turn to strut for the win. McCabe, who tested Stahlman to no avail, said, "That guy was too much for me. Riding two classes took it's toll."

West Virginia's Steve Childress and his Kawasaki handled the 250cc B pack in both motos, leaving Rodney Ohr and Ed Swearingen battling for runner-up honors.

Roger Moore and Jeff Puterbaugh shared 500cc Novice moto wins, with Puterbaugh earning the overall and Ohr scoring well for second place.

Kawasaki/DMC/Hi-Point/Scott-supported Ezra Lusk rolled to a pair of 7-11 Mini moto wins. Lusk explaining, "We had trash in the carb in the first moto and Patrick Slate pushed me." Runner-up, Timmy Ferry said, "I can't wait to get Lusk in the sand at Cocoa next week."

Bruce Buerck took one moto from Neeley in the 45-man Plus-25 class and Fred Vertucci won an under 35 Senior moto, but Neeley topped both overall class wins. "This is supposed to be riding fun, but these guys are getting mighty serious," elaborated Vertucci. Phil Hess owned both motos of over 35 Senior action. ●

Results

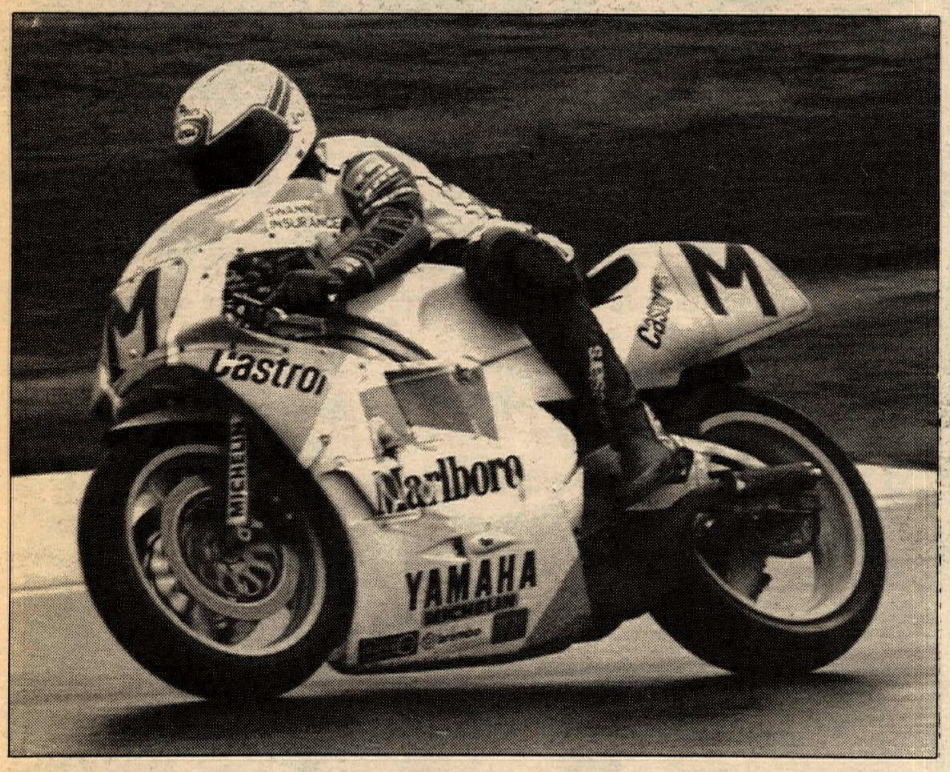
125 PRO: 1. Fred Andrews (Hon); 2. Ronnie Tichenor (Suz); 3. Chris Coleman (Kaw).
250 PRO: 1. Keith Bowen (Yam); 2. Bob Hannah (Suz); 3. Jeff Stanton (Yam).
OPEN PRO: 1. Jeff Stanton (Yam); 2. David McLean (Hon); 3. Kevin Foley (Hon).
125 A: 1. Jay Mann (Kaw); 2. Kenny Kizzar (Yam); 3. Mike Larocco (Yam).
250 A: 1. David Kelley (Yam); 2. Jon McCabe (Hon); 3. Kenny Kizzar (Yam).
OPEN A: 1. Michael Stahlman (Yam); 2. Jon McCabe (Hon); 3. David Morgie (Yam).
125 B: 1. Damon Bradshaw (Yam); 2. David Beckington (Hon); 3. Keith Epps (Hon).
250 B: 1. Steve Childress (Kaw); 2. Edmond Swearingem (Kaw); 3. Jim Demardis (Hon).
OPEN NOV: 1. Jeff Peterbaugh (Yam); 2. Rodney Orr (Hon); 3. Jeff Steinrock (Hon).
65/85 7-11 MINI: 1. Ezra Lusk (Kaw); 2. Tim Ferry (Yam); 3. Patrick Slate (Yam).
85 12-15 MINI: 1. Damon Bradshaw (Yam); 2. John Kitsch (Kaw); 3. Mike Brown (Hon).
PLUS 25: 1. Robby Neeley (Kaw); 2. Rick Lindell (Yam); 3. Bruce Buerk (Hon).
SR 30-35: 1. Robby Neeley (Kaw); 2. Fred Vertucci (Hon); 3. Brian Evans (M-S).
SR 36 PLUS: 1. Phil Hess (Hon); 2. Dave Curry (Kaw); 3. Kenneth Brown (Yam).
125 C: 1. Kenneth Nempen (Yam); 2. Darren Vanditti (Kaw); 3. Sean Smeltzar (Yam).
250 C: 1. Donald Volkman (Hon); 2. Kenneth Hempen (Yam); 3. Lester Drake (Kaw).

Keith Bowen (6) passes Jeff Stanton (56) to win the 250cc overall; Stanton finished third overall.

Greg Bowen (934) and Mike Larocco do battle in the 125cc B class at Gainesville, Florida's Gatorback Park.

The fifth race of the six-race Swann Series gets underway with Rob McElnea (M) leading FZR1000-mounted Michael Dowson (1) and the pack.

McElnea chases Australian Kevin Magee in the rain; Magee finished second in the Swann Series and won the sixth and final heat.



Swann Series Champion McElnea splashes to the fifth race win after crashing his Yamaha YZR500 earlier in the race.

Australian Swann Series: Round 3

McElnea wraps up Swann Series

By Bruce Newton
Photos by John Lapka

MELBOURNE, AUSTRALIA, DEC. 7

Marlboro Yamaha's Rob McElnea wrapped up the 1986 Australian Swann Insurance International Series with his second place finish behind Aussie Kevin Magee in the final round at Keilor International Raceway today.

England's McElnea, who has finished third in each of his previous three attacks on the series, crashed in the first wet heat at Keilor, restarted his YZR500 and caught and passed a similarily mounted Magee, was repassed and then finally took the lead when Magee ran wide in a last lap corner.

McElnea and the Australian then raced nose-to-tail for most of the dry second heat before Magee nipped through under braking on the last lap for the win. Although the two tied on 27 points for the day, Magee was awarded the win because of his second heat win.

Magee also set a new lap record at 56.57-seconds, more than three seconds under the previous record set by AMA/Camel Pro Series Superbike Champion Fred Merkel on a VF750 Honda in September.

However, the overall point score for the three-round televised series saw McElnea take the title by outscoring Magee, 84-78, the narrowest margin in the series nine-year history.

New Zealander Robert Holden took Bob Brown's Ducati 750 to third overall on the day with a 3-4 score, a reflection of both Holden's talent and the shallowness of the field. David Horton was fourth on the day on his Suzuki 500 while Marlboro Yamaha Dealer Team's Michael Dowson crashed the pre-production FZR1000 in the first heat, but came back with a fine third place in the second heat for fifth overall on the day.

Dowson claimed fourth overall behind Donnie Osborne in the series. The Nova Honda RS500 rider had a miserable final round, crashing twice and showing a single sixth place for his efforts.

England's Simon Buckmaster could boast no better results, claiming a sixth place in the first heat despite a spun bearing in the transmission. He loctited it in between races and prayed it wouldn't seize, but his prayers weren't answered.

The box locked up at the end of the main straight while the GP privateer was doing approximately 130 mph. Buckmaster sailed over the highside, but was relatively uninjured despite the bike landing on top of him.

McElnea won the start of the first heat on a track which was soaked after a heavy rain shower. Magee, who needed to win both heats to win the series, bogged the start and was last away.

However, McElnea's YZR500 had been suffering a midrange (8-9000 rpm) flat spot throughout the weekend and he had installed a high first gear in an effort to get more drive out of Keilor's tighter turns.

The high first gear caught him out on the second lap as the rear tire lost traction in the esses, caught again and spat McElnea over the bars. He was uninjured beside a torn finger nail and quickly remounted and set off after Magee, who was now past and in the lead.

Magee had a three-second lead over McElnea, but the Scutterthorpe rider was closing in as they slipped and slid around the gradually drying circuit. McElnea took the lead in an amazing comeback, but Magee fought into the front position only to slip wide out of a corner and lose traction on a white painted line.

McElnea seized the opportunity to slip by, taking the win by two seconds and virtually sealing the title. The second heat was run at a torrid lap record pace with Magee initially leading and McElnea once again hauling him in and passing.

Magee dropped in behind and studied his lines making his pass under braking at the end of the back straight on the last lap. McElnea could have held him out, but with the series wrapped up and next year's World Championship season on his mind, let the 24-year-old Victorian through.

"It's good to win after finishing third three years in a row," McElnea said. "I've had fun and Kevin gave me some good competition." •

Results

HEAT ONE: 1. Rob McElnea (Yam); 2. Kevin Magee (Yam); 3. Robert Holden (Duc); 4. D. Horton (Suz); 5. J. Judd (Yam); 6. Simon Buckmaster (Hon).

HEAT TWO: 2. Magee; 2. McElnea; 3. Michael Dowson; 4. Holden; 5. Horton; 6. Donnie Osborne.

FINAL POINT STANDINGS: 1. McElnea (84); 2. Magee (78); 3. Osborne (45); 4. Dowson (40); 5. Holden (28); 6. Buckmaster (25); 7. Horton (23); 8. Armstrong (14); 9. Clarke (13); 10. Watts (10).

CPSC ban

(Continued from page 2)

tion on marketing of youth-model ATVs," Golde said. "We have found that youngsters are being injured as passengers on the adult-sized models at a greater rate than on the small units. Removing the smaller machines from the market increases the danger to young riders."

Alan Isley, president of the SVIA, agrees. "The commission's vote to remove small ATVs from the market ignores reality," he said. "Children under 12 are going to be involved in ATV use. This (action) may encourage parents to ride double (with their children), or to put children on ATVs that are too large for them."

Dawson did vote for a second motion — approved unanimously by the three-member panel — which incorporates most of the recommendations suggested in the ATV Task Force report. The follow-up measure, which focuses on further study rather than immediate action, directed the CPSC staff to:

- Continue engineering studies of ATV performance characterstics, including the investigation of the roles tires play in accidents, (specifically the effects of tire size, tread pattern and inflation pressures);
- Send letters to all Governors, the U.S. Department of Interior and other federal agencies stressing the importance of alleged ATV-related safety hazards.
- Make extensive use of the CPSC's Safety Alert program to inform consumers of alleged ATV-related safety hazards.
- Actively share the commission's information on ATVs with states, including data on injuries and deaths, the unique handling characterists of ATVs, minimum age recommendations, the importance of wearing helmets and protective clothing, and the importance of not consuming alcohol, riding with a passenger or riding on paved roads;
- Update the Safety Alert program to include information developed by the ATV Task Force which strongly encourages the use of helmets and other protective gear, emphasizes the need for training, and cautions against improper or inappropriate ATV-riding practices, such as the carrying of passengers, the use of alcohol or drugs, and the use of ATVs by children under 12;
- Develop warning labels for ATVs that advise consumers of risks associated with ATVs and methods that can be used to minimize those risks;
- Send a letter to the SVIA advising the Voluntary Standards Committee with the commission's displeasure at the rate of progress to date;
- Continue to participate in Phase 2 provisions of the voluntary standard and to keep the commission advised of the standard's progress.

"While the cumulative impact of these measures on ATV deaths and injuries should be significant, they will not deprive ATV owners and riders from the vocational and recreational benefits that ATVs can provide," concluded Scanlon.

"What these steps will do is help ensure that ATVs are not only as safe to operate as they can be, but are operated as safely as they can be," Scanlon said. "For that reason, I support the steps the commission has taken today and look forward to the positive results I feel confident they will produce.

"However," Scanlon added cryptically, "it should be stressed that today's action should not be viewed as foreclosing any other statutory remedies available to the commission." •

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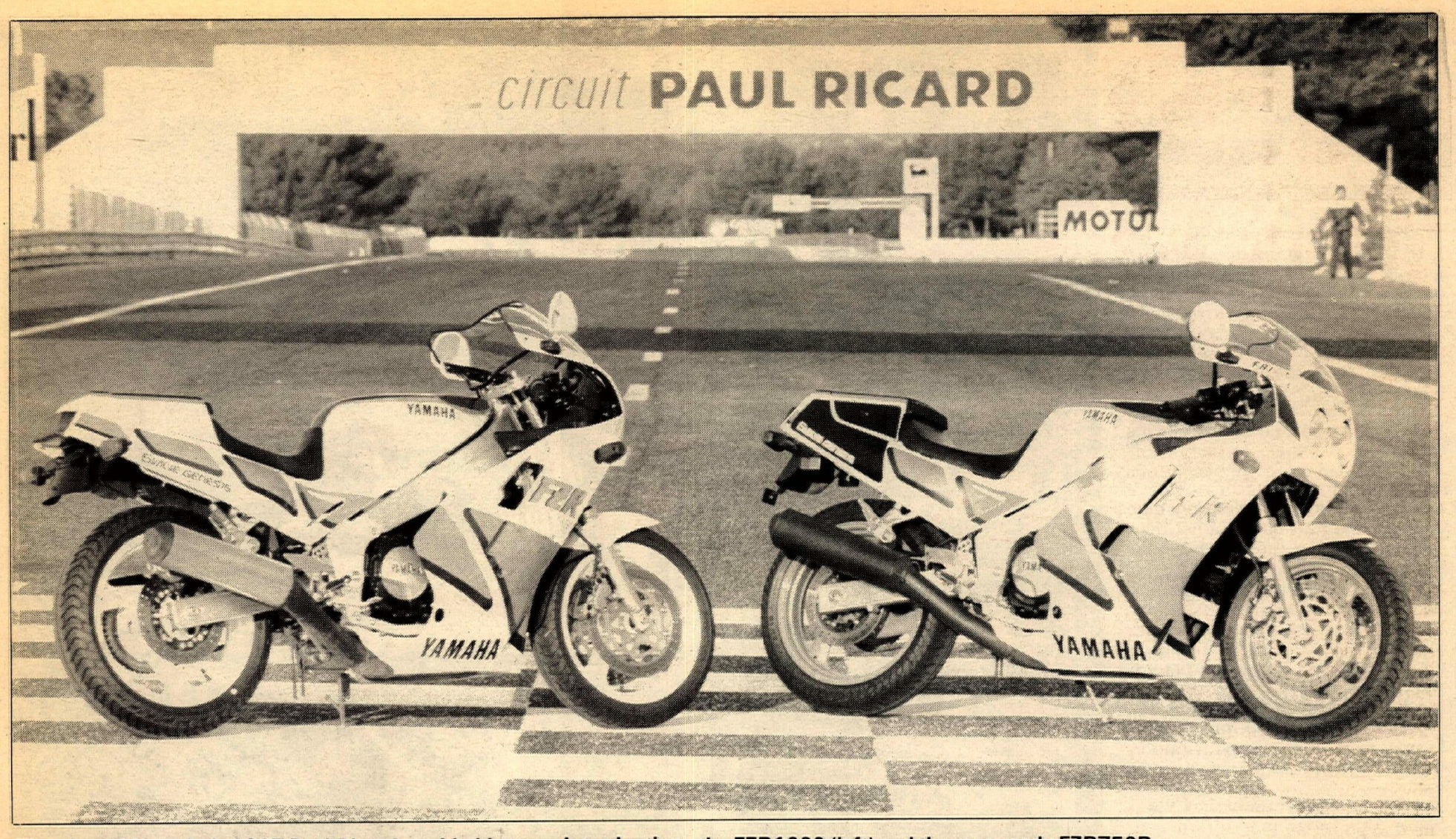


The stars of Yamaha's 1987 Paul Ricard worldwide press introduction - the FZR1000 (left) and the race-ready FZR750R.

Doing Yamaha time in France

By Paul Carruthers
Photos by David Dewhurst

BANDOL, FRANCE, DEC 10-14

"Merry Christmas," the French police officer said politely while handing back our passports. Whew, no jail term, and we even got to pose for photographs with our new police officer friends.

Just 10 minutes earlier four journalists and one Yamaha public relations man had sped through a radar speedtrap in the south of France traveling aboard Yamaha motorcycles at around 125 mph. This was all part of the worldwide press introduction of Yamaha's 1987 line of street bikes.

The heart-stopping moment with French officers of the law had come two days after the racetrack portion of the intro, which was held at Circuit Paul Ricard near Bandol. We were supposed to have had our *need-for-speed* emotions under control before our all-out attack on the public roads, but things don't always work out like they're supposed to.

There was an excuse for our excessive speed that day. On the previous day, and on the others that followed during the five-day trip, we had a police escort. Yes, a police escort. Yamaha had somehow magically arranged for two motorcycle officers from the (CRS) Compangnie Republicaine de Securite to show us around the French countryside, and these two were not your ordinary motorcycle cops; they were the high-speed, ultra-qualified type. So after riding through red lights, speeding through city streets and splitting lanes in downtown rush hour traffic the day before, it was hard to imagine obeying the law.

Picture a group of close to 20 riders including journalists, Yamaha engineers, public relations people, importers, etc., racing through city streets with a police escort, and it's easy to understand how riding fast with no threat of punishment could become habit forming. The CRS police would stop traffic to allow us the luxury of not stopping for red lights. They would also lead (at times with sirens blasting) the group past slower cars on two-lane highways while oncoming traffic respectfully edged two wheels onto the dirt shoulder.

Our stint in rush hour Toulon traffic, however, may have been the ultimate. We did everything but ride on the sidewalk. But hey, we were with the law.

Luckily, when we met up with the not-so-friendly police officers on the highway, French-Canadian jounalist Claude Leroux of Moto Journal spoke the proper language and Yamaha PR man Willie Amaradio happened to have a business card from one of our escort cops, who at the time was busy watching over the rest of our group farther south. The business card turned out to be the equivalent of a get-out-of-jail-free card and, after posing for photos and exchanging addresses, we were soon on our law-abiding way to meet the others en route to Monaco.

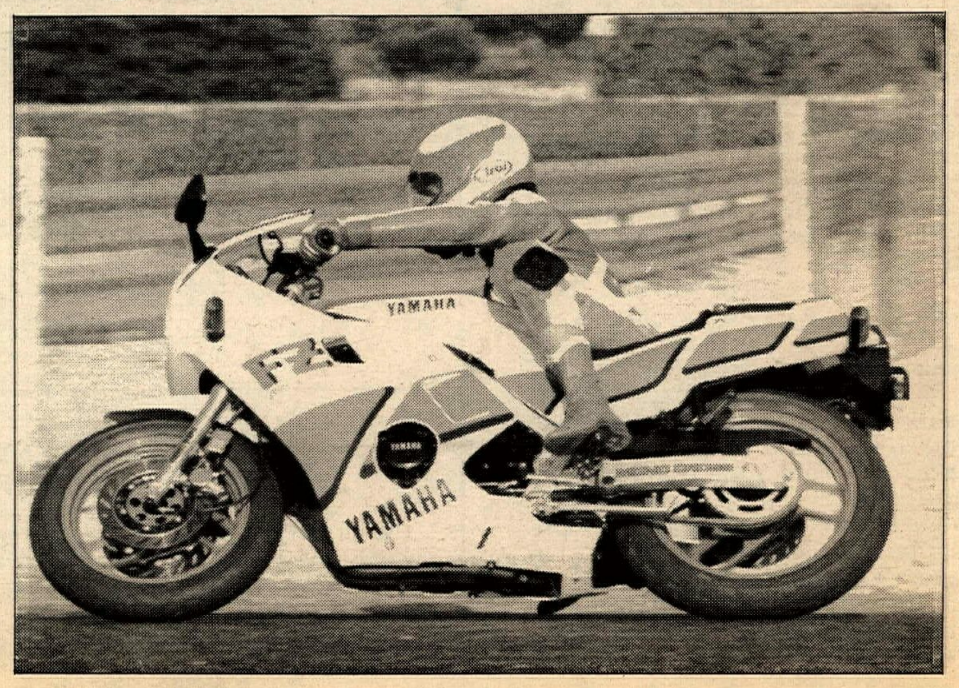
The trip started out with a full day of riding at the ultra-fast Circuit Paul Ricard. The American and Canadian press contingents (journalists from the rest of the world had done the same in previous days, but not in complete sunshine) set about riding Yamaha's 1987 lineup of street bikes, gathering riding impressions on motorcycles ranging from the YSR50 (see accompanying story) to the top-of-the-line and much raved about FZR1000.

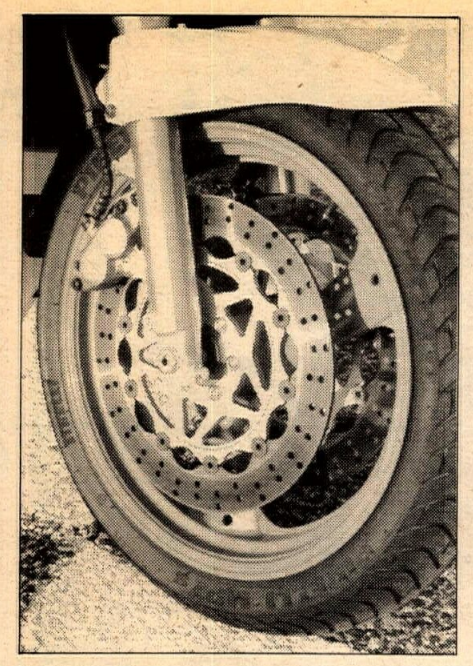
The FZR1000 deserves the praise. The only other bike in the lineup that was as popular with motojournalists as the FZR1000 was the race-ready FZR750R.

The FZR1000 worked extremely well both on the track and on the street. Yamaha has done its homework and now has a motorcycle that will challenge Suzuki's GSXR1100 for the title of the world's fastest production motorcycle. The bike is definitely quick. Its claimed 130 horsepower made Ricard's famed, nearly one-mile-long Mistral Straight flash by in a blur of out-of-focus cigarette advertisments.

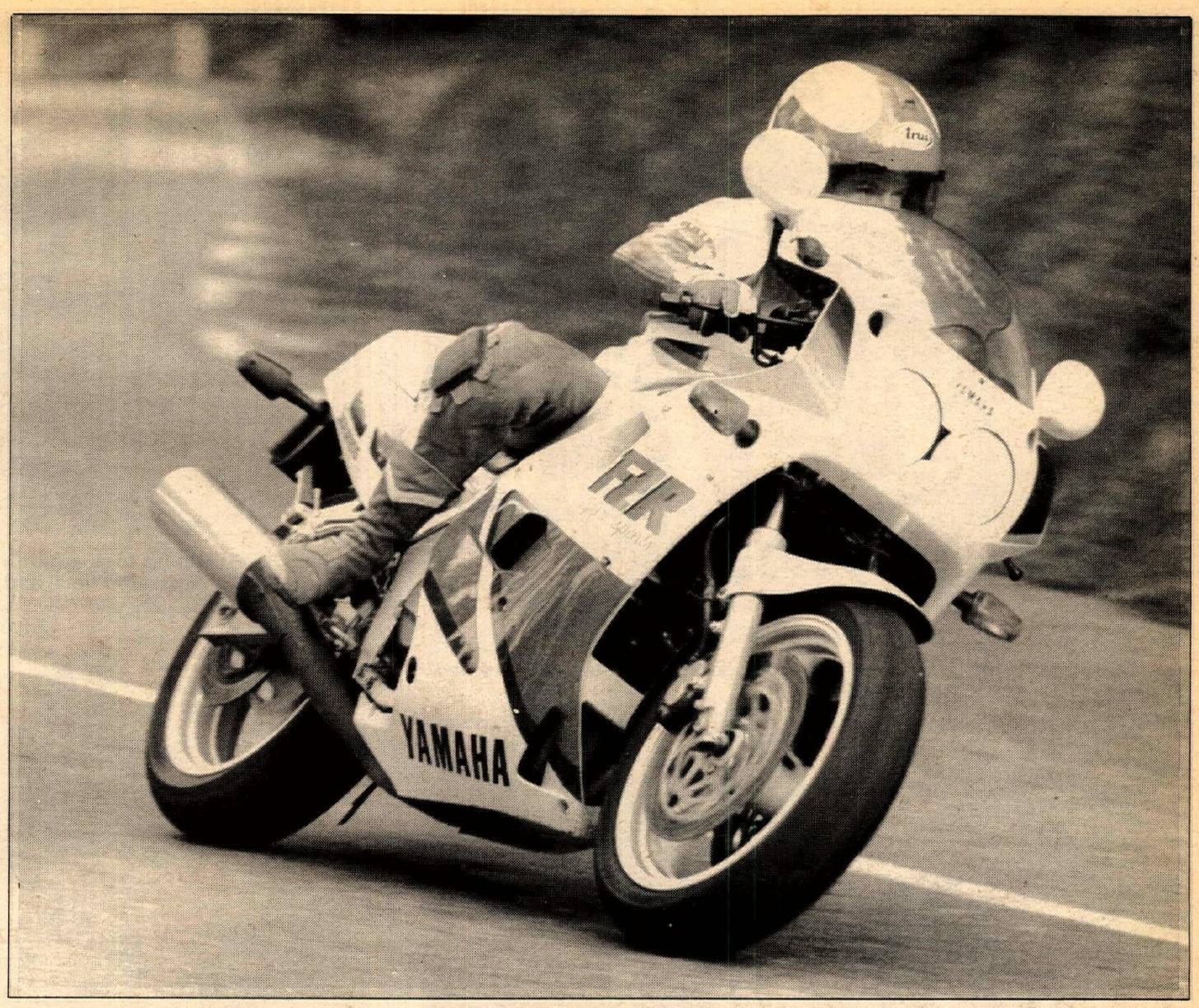
The 989cc, water-cooled, five-valve-per-cylinder, DOHC powerplant produces smooth but awesome power that was as comfortable cruising next to the Mediterranean as it was on the Mistral Straight. In other words, the torquey motor does its job whether the bike is cruising through windy roads at low revs or turning it on hard while exiting a corner at the racetrack. The FZR1000 red lines at 11,000 rpm, but if you're not paying attention to the tach you can run it past its limit without knowing — the 1000 knows no such thing as engine vibration.

The ever-popular midsized FZ600 returns for 1987; the fast, light and well handling motorcycle was a big seller for Yamaha in 1986.





Two 320mm dual floating discs anchor the FZR1000.



The FZR1000 is a serious sport bike that felt at home on both the fast Paul Ricard circuit and the twisty roads of the French countryside.

Some may wonder why Yamaha didn't build an 1100 to compete with Suzuki's GSXR1100. The answer is quite simple. The cases and frame on the FZR1000 are the same as those on the FZR750. That wouldn't be so if engine displacement was 1100cc. Now Yamaha can interchange certain parts between its two top-of-the-line sport bikes, thus keeping costs down. Yamaha also came up with the horsepower results it wanted while using the 1000cc principle; there was no need to go bigger.

The big 1000 shifted well. Its five-speed gearbox never missed a beat in both racetrack and street riding applications.

One thing that is noticed immediately on the FZR 1000 is its lightness. The engine sits in an aluminum Delta Box frame and Yamaha claims a 505-pound wet weight on the bike. Steering is light and on the track the bike was easily flicked through tight chicanes, while also staying incredibly stable through fast corners and on long straightaways.

The bike's only drawback — and it's only a flaw if you try to use the FZR1000 for long-range touring — is its full-on, race-ready riding position. Since the motorcycle is set up for use as a serious sport bike, long-range touring is out of the question without frequent rest stops. The bike was not designed for long-range touring. When it came to riding the bike at the track and in short-to-medium range street riding, footpeg, handlebar and seat positioning was ideal.

Passengers may not get along well with the FZR1000 as its rear footpegs sit up high and the passenger seat is small. The bikes we rode in France were fitted with the dummy number plate-type seat that covered the passenger section.

Stopping the big 1000 up front are two huge 320mm dual floating discs; the rear rotor is 267mm. No complaints were heard about either the front or rear brakes.

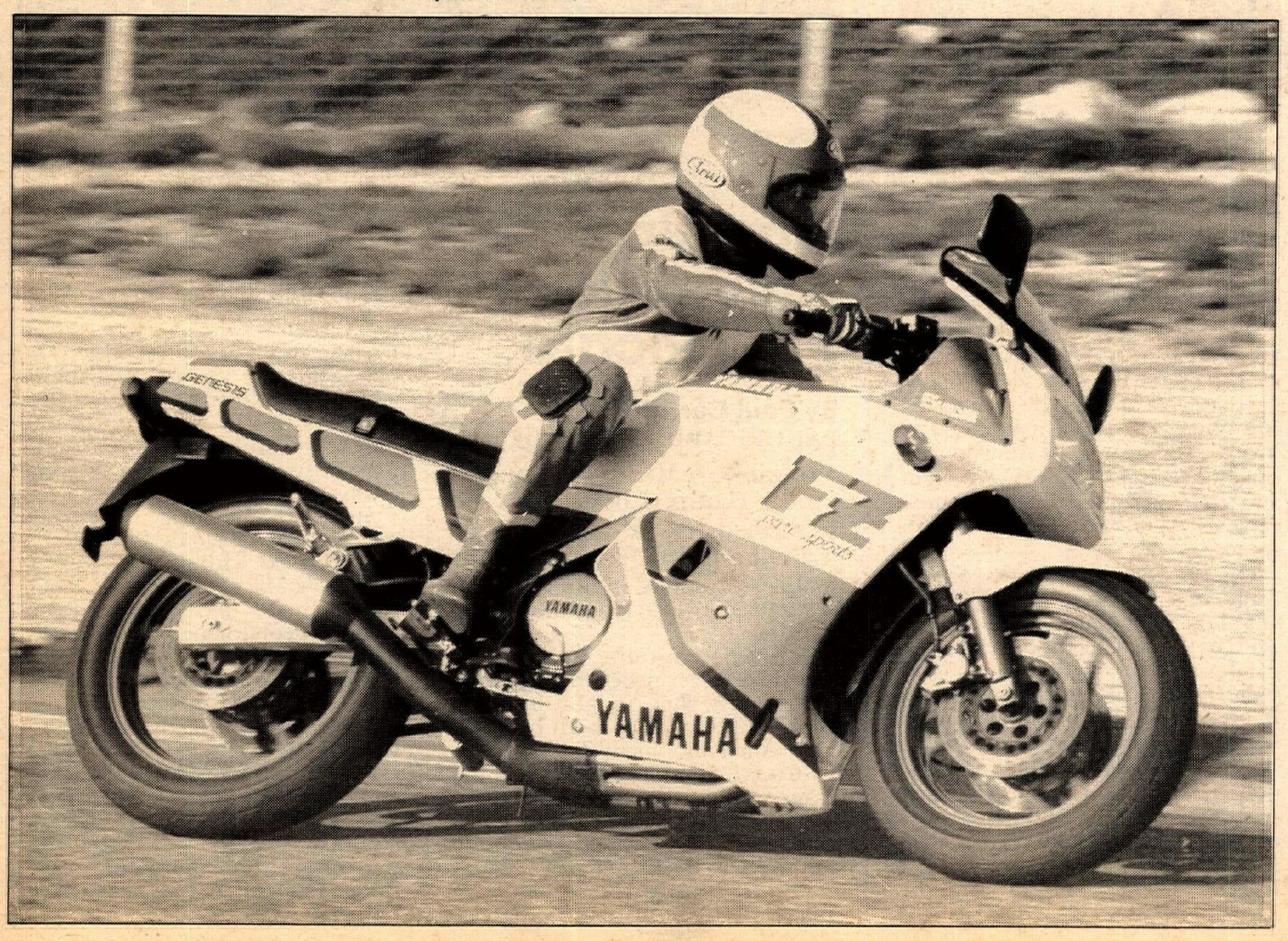
The FZR1000s we rode in France were shod with Pirelli MP7S radials. The pure radials fitted were 120/70ZR 17s on the front and 160/60 ZR18s on the rear. Pirelli will be original equipment on European and Canadian models, but bikes sold in the U.S. will be equipped with Dunlop and Bridgestone radials.

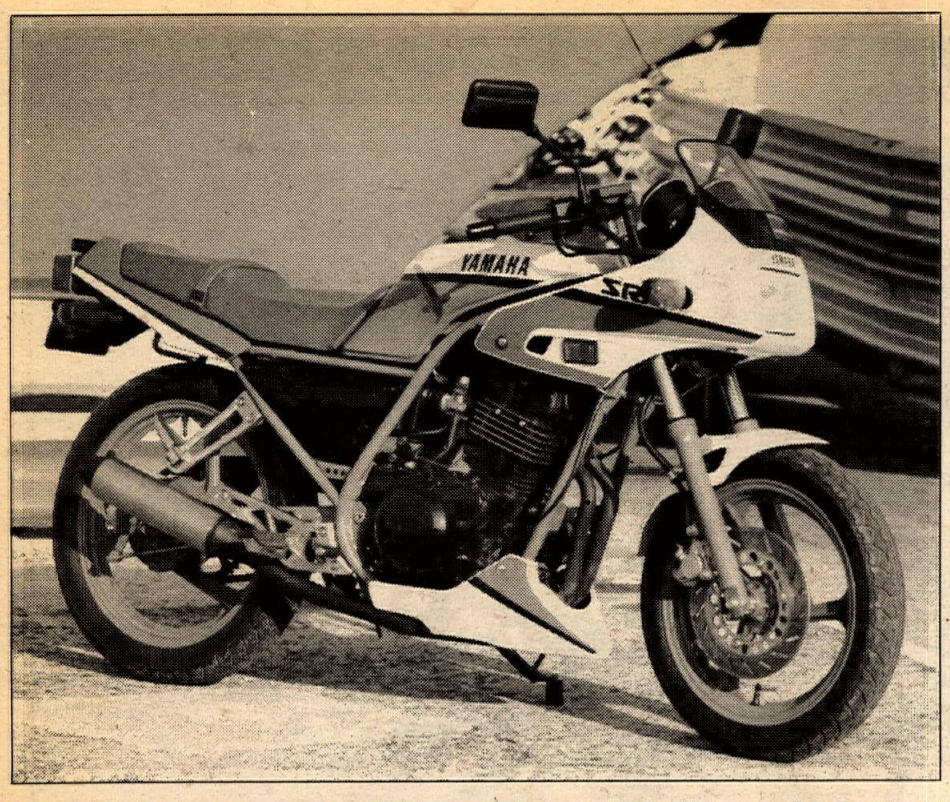
The FZR1000 has already shown its racetrack promise. Australian Michael Dowson recently finished fourth in the Australian Swann Series against Grand Prix-caliber machinery. He also cleaned up in the Production class portion of the series. The only problem Dowson had was excessive tire wear caused by the bike's power; Dowson used the same Pirellis that were fitted on the bike at Paul Ricard.

Cosmetically the bike looks like a pure-bred racer. With its full fairing, exposed Delta Box-designed frame and rubber hoses that lead air from the front of the bike to the under-the-tank airbox, the bike appears race-ready.

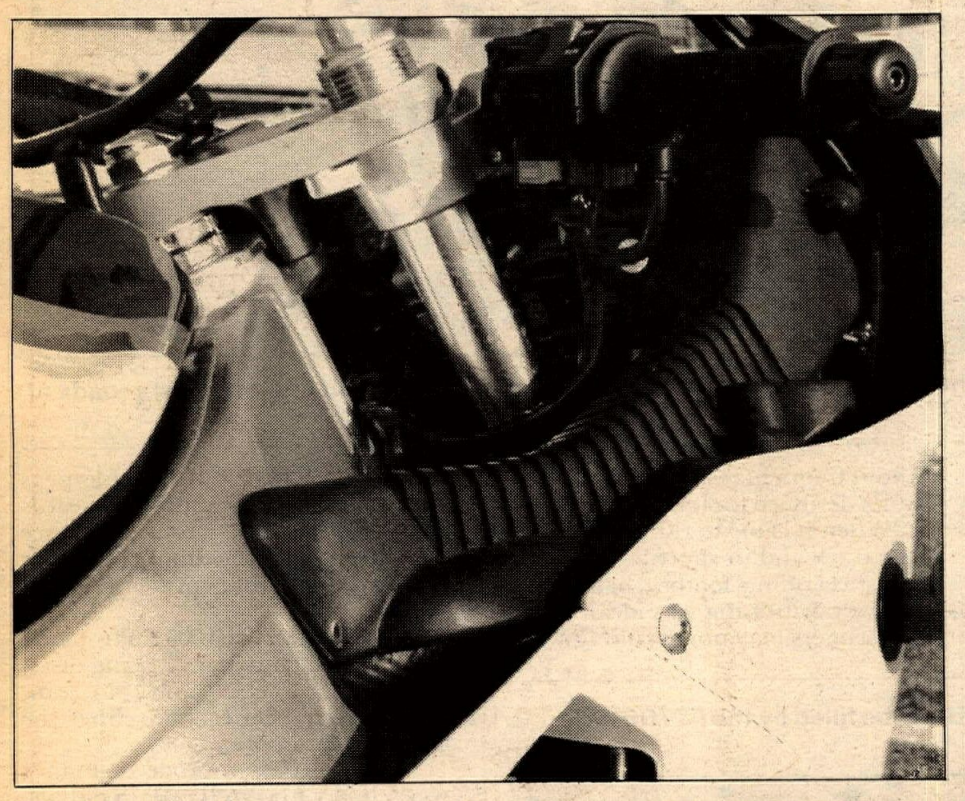
The differences between the FZR-1000 and the pure race-ready FZR750R are not major, especially when it comes to identifying the bikes. The only way we could tell the difference between the two when they sat in pit lane was by looking at the seat or the forks. The FZR750R had a black number plate on the rear of the seat and the top of the forks differ in the fact that the FZR750s are air adjustable.

Yamaha will only send 200 of the race-ready FZR750Rs to the U.S., so the void will be filled by the FZ700 for 1987; five-valves-per-cylinder and liquid-cooled.





Yamaha plans to go after the first time sport bike buyer with its new single-cylinder, four-stroke 250SRX.



The big rubber hoses that lead air from the front of the FZR1000 to the under-the-tank airbox, make the bike easily recognizable.

Mechanically the top end of the engine is obviously different, and the 750 also incorporates a different suspension setup. The FZR1000 uses the same 41mm forks as the FZR750R, but the 750's are air adjustable. The 750 also has an adjustable rear shock unit while the FZR1000's is not so inclined. Yamaha feels the average street bike user wouldn't be able to use the suspension adjustability features that the 750 incorporates, so the 1000 is set up for a wide-range of rider weights and other suspension idiosyncrasie. The FZR750R also features a six speed gearbox

Only 200 of the FZR750Rs will find their way to the U.S. in 1987. The bikes will be used by serious racers and are basically ready for the track. Yamaha will also offer a race kit for the 750.

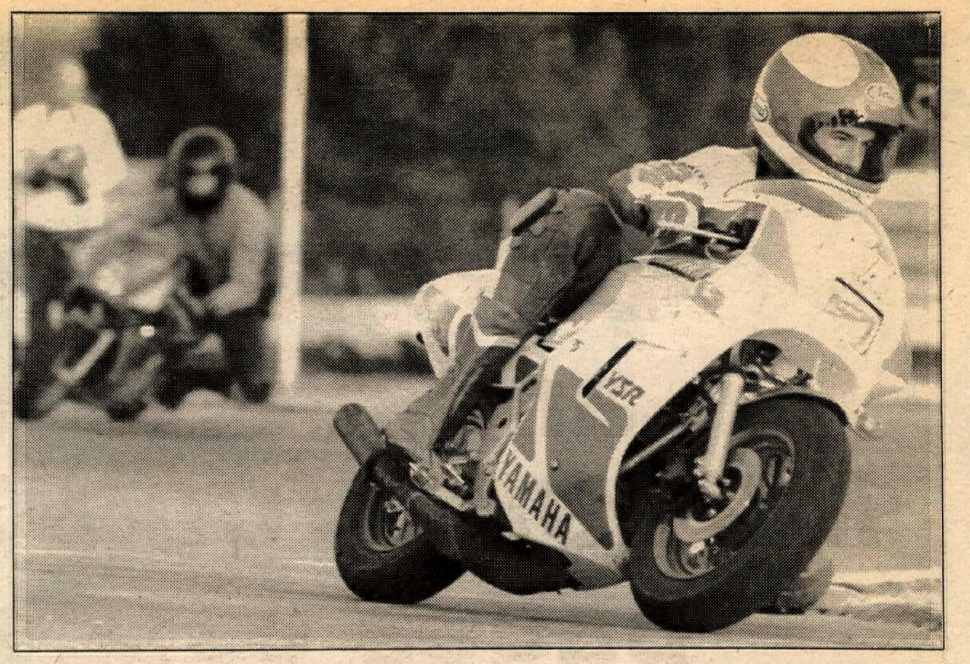
Also present for the press intro was the FZ700 which fills the void left by the vacating FZ750, Yamaha's entry-level sport bike the SRX250, the returning FZ600, the sport-cruiser FZR-700 Fazer, the FJ1200, the XV1100 Virago and the 1987 Venture Royale.

Yamaha is pushing the SRX250 as the entry level sport bike, and the motorcycle serves that purpose well. After jumping from the big FZRs, the little 250 felt slow, but most bikes would. The little 249cc, DOHC, four-valve single has a claimed weight of only 271 pounds and puts out a claimed 22 horsepower. The bike has Yamaha's Dual Intake System (YDIS) with its two carburetors, one throttle controlled and the other activated by intake vacuum.

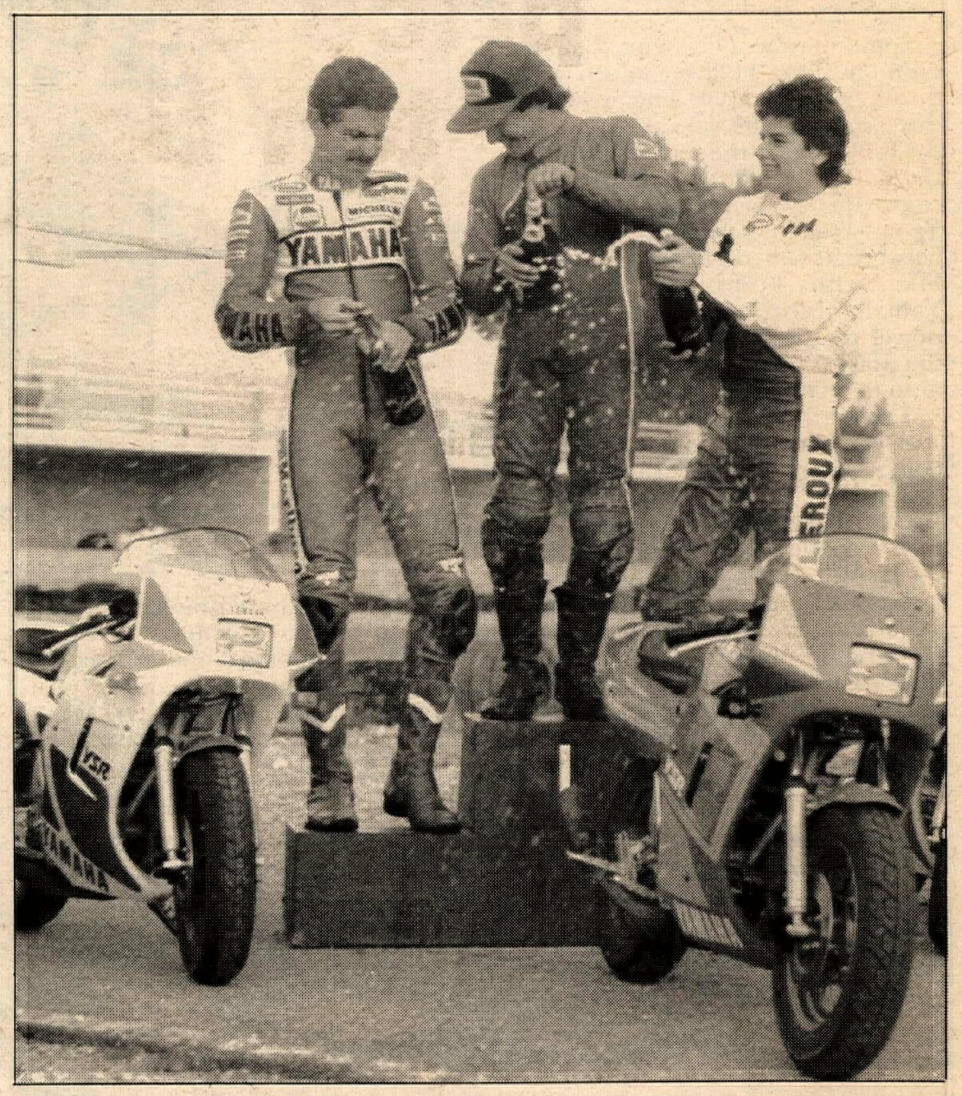
The SRX250 made the long Mistral Straight seem even longer as riders quickly went through its six-speed gearbox, but once in the corners the little bike was right at home. The bike's weight gives the rider an easy time in the transition between right and left hand corners in the chicanes, yet is very stable at its version of high speeds.

On the road the bike's comfort comes into play. Everything feels like it's in the right place and the SRX250 with its low seat height was extremely comfortable for my five-foot, eight-inch frame. The bike is small (29.5 inch seat height), but for the average sized rider it shouldn't be a problem.

The motorcycle should prove to be the perfect solution for the beginning sport bike rider. But if the five riders in our almost-jail-bound group had been on the SRX250s, we wouldn't have had our little meeting with the French law officers. •



(Above) YSR50 heat race action from Paul Ricard. (Below) Danny Coe (center), Willie Amaradio (left) and Claude Leroux celebrate.



Coe nips Amaradio at Paul Ricard

By Paul Carruthers

PAUL RICARD, FRANCE, DEC. 11

"It was do or die," Cycle magazine's Danny Coe said as he described his last lap pass of Yamaha public relations man Willie Amaradio in the Yamaha YSR50 race held at Paul Ricard's go-kart track.

Coe, who was riding an underpowered European model YSR50, started nearly last, but fought his way through the pack to catch holeshot artist Amaradio, and it all came down to Coe's "do or die" move on the front straight during the final lap. Coe reached out, grabbed Amaradio's arm and pulled himself past on the approach to the first corner.

A shocked Amaradio couldn't retaliate and Coe cruised in for the win. Moto Journal's Claude Leroux strolled in for third place; the remaining results remain sketchy since many riders were caught cutting the course.

The race was set up to give journalists a feel for Yamaha's little, street-legal sport bike — the YSR50. The bike, with its 49.3cc two-stroke engine and close ratio five speed gearbox, performs like its big brothers, and may be the ultimate machine for the inexpensive racing class everyone always dreams about.

Special YSR50-race mention should go to Cycle Canada's Bruce Reeve who crashed while trying to pass Yamaha's Mark "I swear my hands weren't in his face" Porter. Reeve broke his collarbone and was transported back to Canada via a 747, thus missing the remaining fun-filled four days on the French Riviera. Other main event qualifiers that that didn't win were Dexter "Whale Shark" Ford, David "Where's my ticket" Edwards and Brent "Was that a poodle" Ross.

Amaradio, his Eddie Lawson leathers filled with remorse, was seen leaving the facilities mumbling something about a YSR50 rematch in California. •

"*DIRT RIDER*'s 'Trail Tips' and 'Service Dept.' and *MOTORCYCLIST*'s 'Street Wise' pages easily recover the price of subscription ten times over."

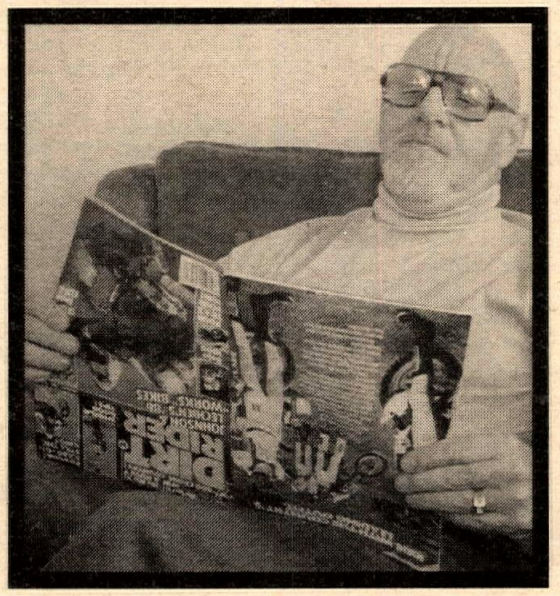
—Ed Hertfelder

Name: Ed Hertfelder

Occupation: Proving his claim to be the worst dirt rider in the continental United States, Canada, and Mexico; dabbles in journalism; has written "Duct Tapes" since 1977; author of three books: *Duct Tapes 80, Reset To 80.1,* and *80.2 Changes To 27 MPH*; currently working on a novel whose only guarantee is that it will have "80.3" somewhere in the title.

Riding history: "I was hooked on enduro riding by Cliff Ferris at the age of 36 and have been O.D.ing ever since. I'm really bad, but I'm sort of proud of it now."

Track record: "From 1964 to 1966 I rode a Triumph Cub with a great lack of success. Switched to Bultaco in 1967 and had a "lock" on 44th Medium Weight B in East Coast Enduro Association events for years. Muddled through the 1970' on Yamaha IT175 models. Rode Huskys from 1980 to 1985 and never got beyond third gear. Have I ever won any medals? Of course not, none at all. I took home one trophy for best-represented club (all the club members got one) and



when I put it in my Volkswagen I broke the windshield."

Bikes currently owned: "I have a Honda XL600R I rode in the dual-purpose Barstow-to-Vegas and then continued on to New Jersey. I finished the Michigan Six Day on the same motorcycle and feel it is ruining my reputation."

Magazines: "*DIRT RIDER* because it has the guts to print my 'Duct Tapes' column, which is written for the 75 percent of enduro riders who haven't found any glory yet and need a few laughs to keep them going. *MOTORCYCLIST* because the writers never muddy up a bike test with off-the-wall personal comments. Instead, they include these in a box at the end and sign their names to them. *DIRT RIDER's* 'Trail Tips' and 'Service Dept.' and *MOTORCYCLIST's* 'Street Wise' pages easily recover the price of subscription ten times over."

As an off-road motorcycle, the KLR650 is a blast to ride, but has its limitations. Suspension is one of the Kawasaki's strongest features.

Test: Kawasaki KLR650

The Paris-to-Dakar alternative

By Kit Palmer

Paris-to-Dakar, the once-a-year, on/off-road motorcycle rally, starts in Paris, France and ends 7000 miles and about 20 days later at Dakar, Senegal in northern Africa. It's a journey that takes riders through busy city streets, over miles of unpaved roads and through the vast Tenere desert.

It's a race that's become one of the most popular motorcycling events in Europe.

What does the Paris-to-Dakar race have to do with Kawasaki's new KLR-650 dual-purpose motorcycle? If it wasn't for this one-of-a-kind event, the KLR650 most likely never would have come into existence. The KLR is designed to perform like motorcycles that compete in the Paris-to-Dakar race.

There are a few basic features a motorcycle must have in order to compete in Paris-to-Dakar. It must be street legal, handle good in the dirt, carry plenty of fuel, and, of course, be reliable. These are also the same ingredients that make a good dual-purpose bike. When the first Paris-to-Dakar-styled motorcycle hit showroom floors about four years ago in Europe, sporting abnormally large gas tanks, long-travel suspension, mini fairings and big, four-stroke engines, the craze had begun.

When Kawasaki noticed this popular trend in Europe, the Japanese company not only wanted to get in on the action but also wanted to bring the action to the United States. So Kawasaki produced what it calls a trend setter — the 650cc, water-cooled, single-cylinder, four-stroke KLR650. Kawasaki refers to the KLR650 as a "triple-purpose" motorcycle; company officials claim the KLR can be ridden successfully as a street bike, as a dirt bike and even as a touring motorcycle.

What makes the KLR650 look so much different than standard dual purpose bikes is the huge fuel tank. Compared to most dual-purpose bikes that usually carry no more than three gallons of gas, the KLR650 holds twice as much — 6.1 gallons to be exact.

Other features on the KLR650 that are absent on most dual-purpose motorcycles is a small fairing (complete with a wind screen), hand guards and a large carrying rack over the rear fender.

The KLR650 has a water-cooled, single-cylinder, four-stroke, DOHC, four-valve motor with an actual 651cc displacement. Just like last year's KLR600 (from which the 650 is based after), it has electric start but no manual kickstarter lever. A forced lube, wet sump lubrication system is used, and carburetion is handled by a 40mm Keihin.

The KLR's one radiator is mounted in front of, and on the left side of, the steel gas tank. The radiator cap is extremely difficult to reach and makes it difficult to add coolant; mounted between the gas tank and the radiator is an electronically-activated fan. When the radiator begins to overheat, the cooling fan automatically turns on, whether or not the ignition key is turned on or off.

Kawasaki claims the KLR650 has 14% more horsepower and 19% more torque than last year's KLR600.

The big motor is tucked nicely away inside a lightweight steel, single downtube frame that features a removeable rear sub-frame section. Bolted onto the silver-painted frame is a sturdy engine guard skid plate — it comes in handy because the Kawasaki has a low 9.4 inches of ground clearance.

Rear suspension is handled by Kawasaki's single-shock Uni-Trak system and a box-type aluminum swingarm. The Uni-Trak suspension has 9.1 inches of wheel travel, while a 43mm Kayaba, air-assisted fork absorbs the bumps up front; it too has 9.1 inches of wheel travel. There is no external compression or rebound damping at either end.

Supplying the Kawasaki with stopping power are two hydraulic disc brakes. Both discs have single piston calipers and use rubber brake hoses.

The KLR650 isn't a light motorcycle. Claimed dry weight is 337.4 pounds, but with a full tank of gas, the KLR weighs well over 350 pounds.

Riding the KLR650

Kawasaki introduced the KLR650 to the motorcycling press during a three-day on/off-road ride in southern California. Included in the group were six editors from various motorcycle publications — all riding brand new KLR650s — and six Kawasaki employees, and photographers, mounted on KLR250s.

We first laid eyes on the KLR when we gathered at Kawasaki's corporate headquarters in Orange County, California. After a short technical briefing, we put on our helmets and off-road riding gear and set out on the open road.

When I hopped on the KLR and rode it for the first few feet, I thought there was no way I was going to get along with the obese gas tank; my legs were spread too far apart to be comfortable. But I liked the soft, wide seat, and the handlebar/footpeg placement, and I soon began to feel right at home. After a few miles of riding, I never gave the big gas tank a second thought.

The first segment of our journey took us into town and through a few traffic lights, but the fun began when we headed onto twisty asphalt canyon roads. As our speed increased, it took me a few turns to get a feel for the KLR, but I knew one thing for sure — I really liked the KLR's smooth power delivery. Coming out of turns, it pulls strong off the bottom and is really easy to manage. The powerband is so smooth, the KLR goes a lot faster than it actually feels.

A few miles down the road I started taking advantage of the KLR's strong powerband. The first time I really got on the gas was coming out of a sweeping left-hand turn. The plan was to power down the following straight, break hard at the last moment, then lean the bike over for a tight right hander. That was the plan, at least.

After I rolled on the throttle and picked up speed, everything was going okay until I grabbed both brakes hard to slow down for the rapidly closing in right-hand turn. I quickly found out that the KLR has an *extremely* weak front brake. The front brake lever feels super mushy and there simply isn't enough stopping power from the single-piston caliper disc to haul in the 350-plus pound motorcycle. I found myself overshooting the turn, while the back tire tried to lock up as it chattered and danced from side to side.

When I regained control of the KLR, after rounding the turn well into the opposite lane, I realized I must compensate for the bike's extra weight by braking earlier than I would on a lighter motorcycle, or on a bike that has a dual front disc brake system. Nevertheless, the KLR needs a stronger front brake. Period.

It took me a few more miles and a few more turns before I regained my confidence, then I really began to enjoy the motorcycle. I found the KLR to corner extremely well; better than some cafe-type street bikes I've ridden. Even though the KLR is quite top heavy, it has a comfortable and predictable feel while leaned far over in the turns and when bringing it up and over in the middle of switchbacks. Because of the powerful, smooth, responsive motor, and the bike's great turning ability, I was almost sorry to see the pavement end and dirt roads begin.

After about 20 miles of twisty street

The huge gas tank holds 6.1 gallons of gasoline, and the whole motorcycle weighs 347.7 pounds dry. It has a water-cooled, single-cylinder, four-stroke DOHC motor and an electric starting system.

riding, we took off on a fire-, or two-tracker-type, smooth dirt road that wound up through the canyon. I was immediately impressed with the KLR's plush suspension when crossing rain ruts or riding over bumps and small rocks. The front and rear suspensions soak up bumps like a Cadillac; it rarely swaps and kicks. Because the bike is very, very stable, it wasn't long before I was able to fly on the KLR. I had incredible fun on the Kawasaki as I slid around turns and bounced off berms and dirt walls.

I was having a lot more fun in the dirt than I ever thought I could have on a heavy, dual-purpose bike. Of course, the KLR doesn't handle nearly as well as the lighter Kawasaki KDX-200 or the KX250, but it's fun to ride. And it was all perfectly legal too, since the KLR650 is street licensed. Just ask the guy on the KX250 we saw on the same canyon dirt road that was pulled over by the police and was being cited.

The KLR's power in the dirt is just right. The back end tracks pretty well despite having knobby-type street tires, and the bike's heavy weight helps to find traction. Since the powerband is so smooth off the bottom and throughout the range, the rear end of the bike is predictable and easy to control.

Halfway up the mountain, however, I ran into more problems with the KLR's brakes; this time it was the rear disc brake. I was using the back brake as much as I do on any off-road motorcycle through dirt turns, but the KLR's disc couldn't handle it. The brake overheated and *completely* went away.

When this happened I kept my foot off the brake pedal until it cooled off and I once again had a rear brake. However, when using the brake a few turns later — gone! I went through this routine a number of times before we reached pavement again.

I never had any problem with the rear brake fading on the road, but it did squeak horribly loud throughout the rest of the ride.

After riding the KLR over dirt fireroads and twisy pavement roads, we headed out onto the open highway and got our first opportunity to see how the motorcycle performs at cruising speeds. For a big-bore four-stroke single, the Kawasaki is smooth when motoring at 60-65 mph. It doesn't over-rev at these speeds and vibration is minimal. In fact, it's so smooth that the rear view mirrors actually work.

On long tours, the KLR is fairly pleasant to ride. The seat is wide and soft, and combined with a good footpeg/seat/handlebar relationship and low vibration, the KLR can be ridden for many hours before you start searching for rest areas.

We spent the entire second day of the ride on tight, narrow dirt trails in the Sierra-Nevada Mountains, and the Kawasaki worked extremely well, thanks to its plush suspension. The KLR's fork and Uni-Trak rear suspension outperform the suspensions on any dual-purpose motorcycle we've ever ridden in this situation. As long as there aren't too many sharp-edged obstacles to ride over, such as roots and big rocks, the KLR does the trick. But if there's lifting involved, the bike's too heavy to be much fun.

Fast fireroading on the KLR can be done, but the bike has limits. With careful application of the rear brake, the Kawasaki can be slid through turns comfortably, but if you get a little carried away when power-sliding through the corners, the KLR is a handfull to control, especially with a full tank of gas. The KLR is top-heavy, and if the rear wheel unexpectedly shoots out to the side and the bike gets leaned over a bit too far, it will try real hard to spit you off.

The KLR held up well to a total of 800 miles of abuse. Nothing broke off or came loose during this period, and it always started right up, whether hot or cold. Even when cold-starting the KLR in low 30° temperatures.

We did plenty of cold weather riding on the Kawasaki and the mini fairing and big hand guards do a fine job of keeping some of the cold air off the rider's body. And when riding in dense brush, the hand guards are strong enough to keep objects from beating up your hands and fingers.

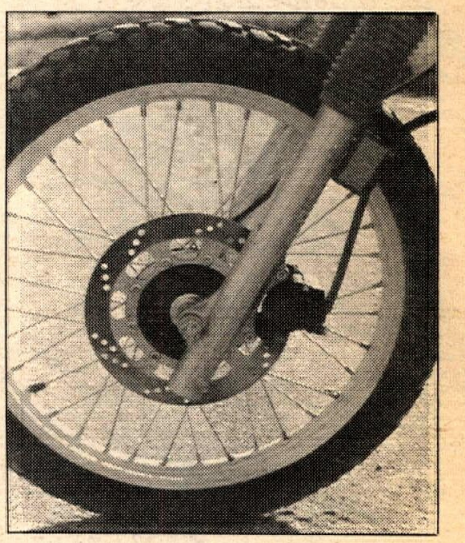
Shifting gears isn't one of the KLR's strongest features. When downshifting while slowing down or waiting at a traffic light, the transmission is sometimes reluctant to change gears and gets stuck in a false neutral between second and third. When the bike is in motion, the throw between first and second is too wide, so it's easy to get a little lazy and not nudge the shiftlever far enough to catch second gear, resulting in missed shifts.

The instrument panel is easy to read. The tachometer reads to the left; the speedometer and tripometer read to the right. This positioning makes the tripometer hard to adjust while riding the motorcycle, because you have to reach across the bike with your left hand. The instrument panel also includes an engine temperature gauge but has no fuel level indicator.

The new KLR650 Kawasaki is a near perfect compromise for the rider who wants a little bit of everything when it comes to street, touring and off-road motorcycle riding. It provides great transportation between home and work during the week. The KLR is easy to ride, comfortable, and trips to the gas station will be few and far between. (We averaged about 350 miles on a tank of gas before switching to reserve). And when weekends roll around, the KLR can't be beat as a super fun, all-around simple playbike thanks to its powerful motor and plush suspension. You can put on your riding gear at home, roll out of the driveway and challenge the road, or dirt trails, or both, all day long on a single tank of gas.

It doesn't take much effort to have plenty of fun on the Kawasaki KLR-650. ●

Low ground clearance is a problem on the KLR. Many times we managed to smash the skid plate on rocks. Tires work reasonably well in the dirt.

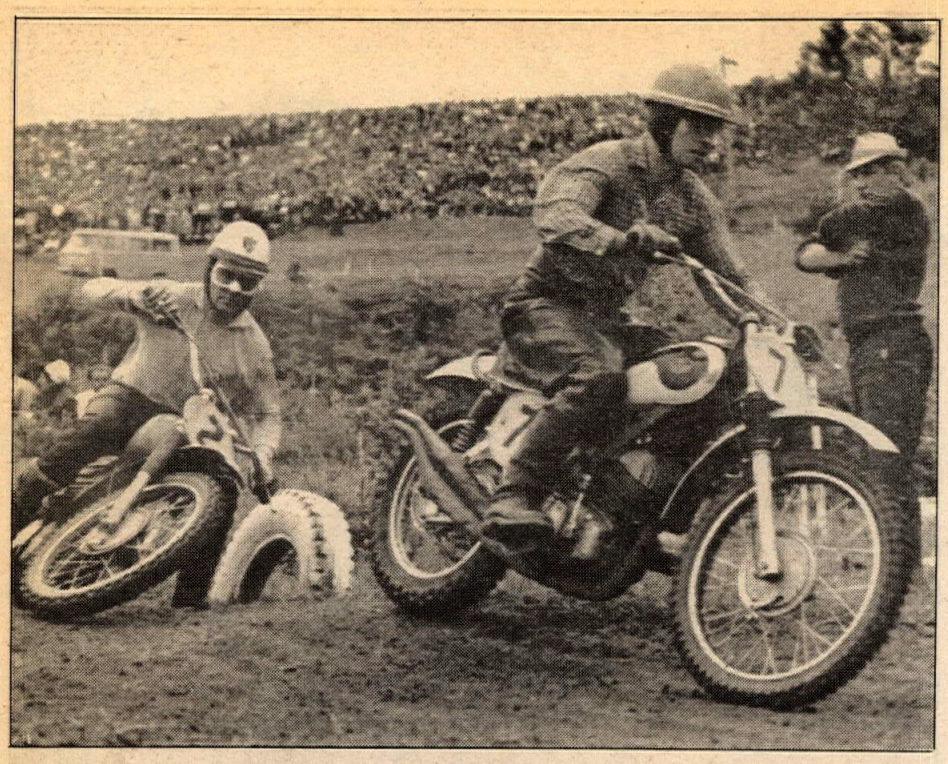


The front single-piston disc brake is too weak for a 350-plus pound motorcycle.

Unlike most big single-cylinder, four-stroke, dual-purpose motorcycles, the KLR has smooth performance and low vibration. The motor is super torquey.

Kawasaki KLR650

Engine type	Water-cooled, DOHC, four-stroke, single
Bore x stroke	100.0x83.0mm
Displacement	651cc
Compression ratio	9.5:1
Carburetor	40mm Keihin
Horsepower	N/A
Torque	N/A
Valves per cylinder	4
Starting system	Electric
Battery rating	12V14AH
Ignition	CDI
Lubrication	Wet sump
Primary drive	Straight-cut gear
Final drive	Chain
Gear ratios	
Primary	2.272; 75/33
Final	2.866; 43/15
5th	0.791; 19/24
4th	0.954 21/22
3rd	1.181; 26/22
2nd	1.529; 26/17
1st	2.266; 34/15
Frame	Single downtube
Rake	28°
Trail	4.4 in.
Front suspension	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	9.1 in.
Rear suspension	Single-shock, swingarm
Rear wheel travel	9.1 in.
Front brakes	9.1 in. disc
Rear brakes	8.0 in. disc
Front tire	90/90-21 in. Dunlop
Rear tire	130/80-17 in. Dunlop
Claimed dry weight	337.4 lbs.
Overall length	86.8 in.
Overall width	37.0 in.
Overall height	53.0 in.
Wheelbase	58.9 in.
Fuel capacity	6.1 gal.
Ground clearance	9.4 in.
Seat height	35.0 in.
Colors	White
Retail price	N/A



Vlastimil Valek leads Paul Friedrichs at the 1966 Russian Grand Prix. Check out the dual exhaust pipe on Valek's banana-framed factory Jawa.

Two-time 500cc World Champion Sten Lundin (19) and first-ever 250cc World Champion Torsten Hallman battle in 1968.

Lundin pilots a Swedish-made Lito in 1964. After racing, Lundin went on to become Bengt Aberg's factory tuner in 1977 and 1978.

Part 2:

The History of Motocross

By Len Weed

This and future installments are excerpted from the book, "Motocross Techniques, Training & Tactics," by World Champion Brad Lackey and Len Weed.

The 250cc class was upped to World Championship status in 1962. The honor of the first title went to Torsten Hallman.

Rolf Tibblin made it a Swedish sweep by taking the 500cc Championship on a four-stroke Husqvarna. This year Tibblin became the first rider to win in both classes. In 1976 Heikki Mikkola became the second rider to turn the double.

Sweden also won the Motocross des Nations with a rather impressive display of moto-mastery. Their team of Rolf Tibblin, Gunnar Johansson, Bill Nilsson and Ove Lundell crossed the finish line together holding hands.

Tibblin and Hallman repeated in 1963, but there were rumblings afoot to topple the Swedes. BSA and CZ were busy applying some one-upmanship to the lesson learned from Husky's weight trimming.

BSA punched a smaller engine up to 420cc, bolted it into a 250 frame and gave Jeff Smith a 255-pound motorcycle, some 60 pounds lighter than anything Sweden had. Smith now lives in the states, working for the Canadian manufacturer, Can-Am. His career includes wins in the Scottish Six Days Trial, the Scott Time Trial and numerous ISDT gold medals. He finished second to Tibblin in 1963, then took the world titles in 1964 and 1965.

Joel Robert won his first 250cc title in 1964 riding a CZ manufactured in Czechoslovakia. CZ also ran a two-stroke in the 500cc class, the first noticeable two-stroke effort in open racing.

CZ won another 250cc title in 1965. Viktor Abekov of Russia took the laurels. The CZ factory went on to claim at least one World Championship a year from 1964 through 1970, thanks to the efforts of Robet, Abekov and Paul Friedrichs of East Germany. CZ also hired Tibblin in 1966.

The weight-shaving battle continued in earnest in 1966. Weight lopping is more like it. This led to minimum weight standards for each class, a regulation still used today.

BSA developed a 494cc magnesium engine, titanium frame and fork sliders and a rear disc brake. Smith and John Banks battled with Friedrichs, but the German took three straight titles. CZ had followed BSA's earlier lead and enlarged a 250 to a 360cc, 36 horsepower lightweight in the vicinity of 235 pounds.

Hallman won the 1966 250cc Championship and then headed for America. He was invited over by Edison Dye to promote distribution of Husqvarna motorcycles in the states.

Husqvarna had at first ignored Dye's and others' requests for a distributorship. In 1963 their entire 250cc two-stroke production had been just 50 units. That was upped to 200 in 1964. Dye finally flew over and presented a check for 50 bikes. Yet the factory still hesitated before launching their American market entry.

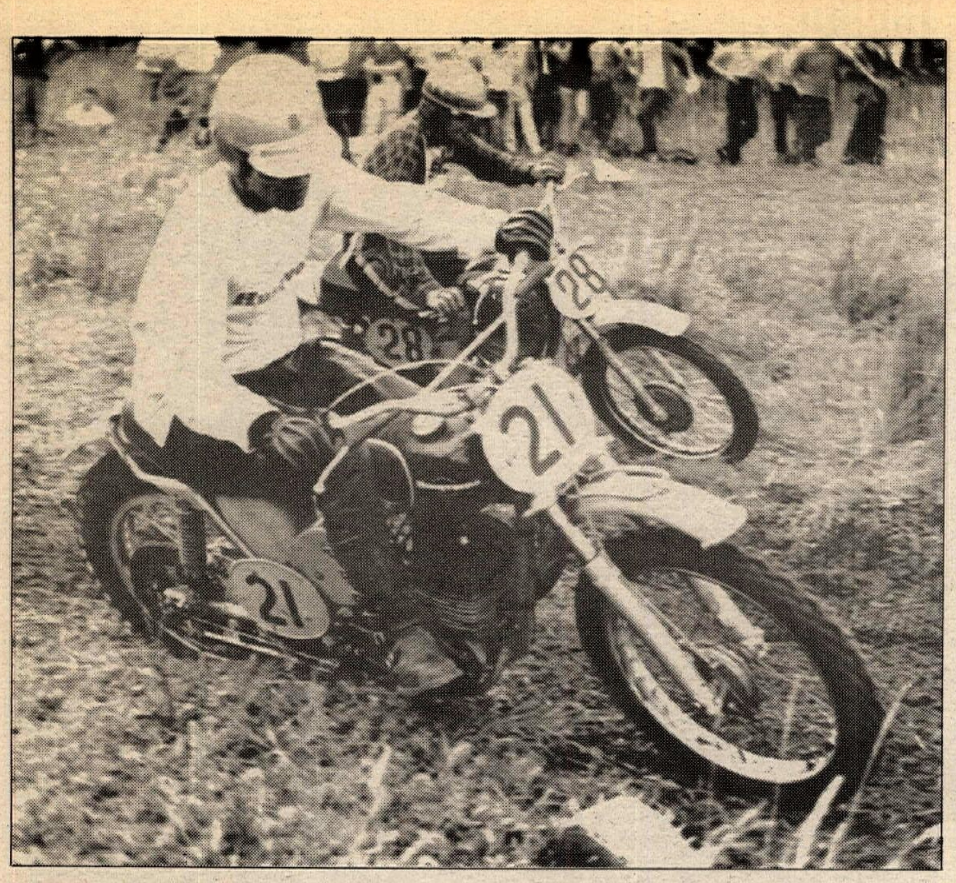
Hallman's visit was the first by any World Champion. It was to spark the nation's moto-awareness. At that time TTs and scrambles were the popular dirt racing events. TTs, raced over smooth dirt oval with some turns and a jump, are still a part of the AMA Grand National Championship Series that also includes short track, half mile and mile smooth dirt track events and road racing.

Scrambles, named for the English sport, utilized the same TT bikes over unimproved terrain. But that unimproved terrain was often quite mild compared to the typical European motocross course.

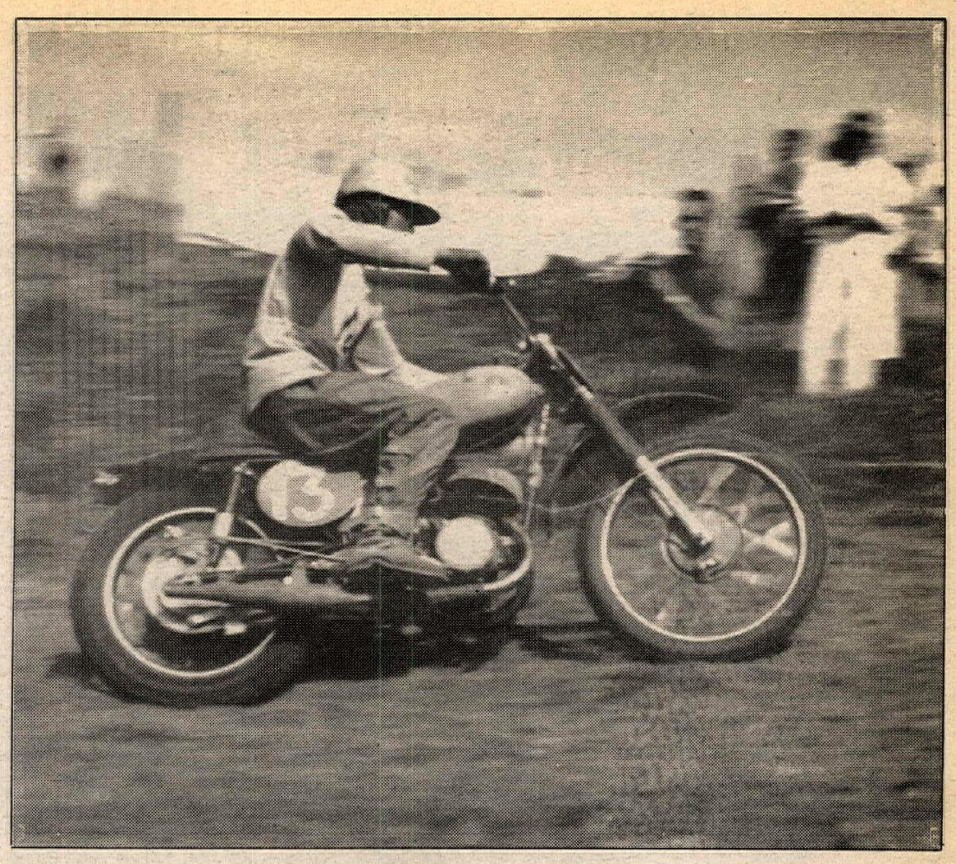
There were some English Greeves motorcycles in the country, but most racers took the motocross bike and modified it for TTing and scrambling.

Hallman's first race appearance was in southern California. It was the Dirt Diggers Grand Prix at Corriganville, later known as Hopetown. He also raced the Polka Dot Grand Prix in northern California and the Tri-City Cross-Country in Washington. East Coast action saw him at Pepperell in Massachusetts. There he rode a portion of the last lap with a destroyed front wheel and still won the race.

The World Champion's display of moto-vating dazzled dirt racers across the nation. Gradually dirt tracking became less appealing to some and a market began to develop for European motocross bikes.



Former World Champions Husky-mounted Bill Nilsson (21) and CZ rider Dave Bickers dice during the 1967 British Grand Prix.



Joel Robert won his first of six 250cc World Championships in 1964 riding a CZ. His next five titles came while riding Suzukis.

Moto instructor Gary Bailey was among those who raced at Hallman's initial appearance at Corriganville. At the time he was racing professional TT and half miles. What he saw impressed him enough to initiate the switch to amateur motocross.

Moto instructor Russ Darnell recalls the first California scramble to be called a motocross race, inspired by Hallman's appearance. It was held in an area near what became Saddleback Park. The riders showed up in their TT leathers and rode their TT bikes. But it was a start.

John Penton began distributing Husqvarnas in the eastern U.S. in 1967. Penton was also interested in importing a small bore bike for racing or enduro competition. Husqvarna had none at the time so Penton put together a bitzen-pieces prototype around a Sachs engine. Then he shopped around in Europe for someone to build it. Finally a moped manufacturer in Austria agreed. Thus did KTM get their start build motorcycles.

Penton imported the Austrian built bike with his name on it and gave up his Husqvarna distributorship. The Penton motorcycle ceased to exist in 1977 after building an impressive record in ISDT competition. KTM now markets the bike solely under their name.

Hallman added his fourth 250cc title in six years in 1967 as Friedrichs repeated as 500cc Champion. Hallman returned to America in the fall of 1967 and brought along some other European riders: Joel Robert, Roger DeCoster, Dave Bickers, Ake Jonsson and Staffan Eneqvist. The appearance of CZ racers Robert, DeCoster and Bickers and Maico teamster Jonsson help to stimulate sales of those brands in this country.

Lars Larsson, a racer and Trophy Team member of the Swedish ISDT team, came over in 1967 to work for Dye's Husqvarna distributorship. He went on to manage Hallman's accessory business in the states. Eneqvist later partnered with Hallman in Sweden. The pair built the Yamaha four-stroke that Bengt Aberg rode in 1977 and 1978. And the tuner of that bike? Sten Lundin, two-time 500cc World Champion.

American awareness of the sport continued to grow. The machinery used was still not exactly primo European stock though. Open class local races in 1967 still saw Triumphs thumping along beside an occasional rigid frame tank-shifting Harley or two.

The Husqvarna name was attracting a lot of attention in motocross and desert racing in California, cutting into the Greeves market. Tracy's of Burbank was a major sponsor. Riders like Malcolm Smith and J.N. Roberts soon dominated desert events on the Swedish motocross bikes.

Perhaps the most significant event of the 1967 season was the appearance of Suzuki personnel at the European races, shooting films and recording notes. This was the first interest in motocross displayed by a Japanese factory. Suzuki signed Swede Olle Pettersson, a world class rider, to help them develop racing bikes.

Suzuki went racing in 1968. They became the first factory to utilize the total support concept used today. They showed up for the races with individual service vans, backup bikes, spares, and traveling mechanics and engineers in team coveralls.

Suzuki mounted Pettersson scored a seventh in the 250cc class as Robert began a five-year winning streak. Friedrichs won the last of his three 500cc titles, officially edging John Banks of England by one point although the Baron did accumulate more total points.

The U.S. saw its first international racing series in 1968. The Inter-Am (International-American) Series was organized by Edison Dye, who had held his first Inter-Am race the year before on an Indian reservation in California. FIM sanctioning was coordinated by MICUS. At the time, the AMA, the current FIM affiliate for America, was not involved. The AMA showed little interest in motocross until the sport grew larer. Then they went after and acquired the exclusive FIM affiliation.

Twelve races were held in 1968. The foreign entry increase included Bill Nilsson, Arne Kring and Frans Sigmans.

The Inter-Ams eventually developed to the point that Dye was bringing over 25 Europeans to race against 20 Americans. Each rider received start money of from $350 to $1,000. At that time one of the lowest paid starters was Roger DeCoster, then still with the CZ factory.

A shorter Inter-Am Series was also scheduled during the summer break in the World Championship schedule. Fewer Europeans attended these, but a full contingent was on hand for the three-month season in the fall.

A couple of Americans, Bill Thomas and Bill Silverthorne, went overseas to ride some international races in 1968. Suzuki also got involved in stateside racing. Among those they sponsored was Preston Petty, Mr. Plastic Fender. The American bikes were pre-production models whose performance fell a bit short of the bike the factory was racing in Europe.

Husqvarna increased their motocross market effort in the U.S. in 1968. The factory sent Gunnar Lindstrom to the states as engineering coordinator. Lindstrom teamed with J.N. Roberts to win the Mint 400 Desert Race. A school he held at Unadilla, New York in 1968 is considered the first on American shores. Among his students in that first class was Dick Burleson, who went on to win America's first motocross championship and a record eight National Enduro Championships for Husqvarna. Lindstrom later became a motorcycling journalist and then managed Honda's motocross team. Today he is an engineer with Honda.

In 1969 another Swede, Bengt Aberg, was atop the 500cc class. Robert continued his winning ways in 250cc racing, edging his countryman, Sylvain Geboers, by six points, although Geboers' total point accumulation was 20 greater.

America's two international series prospered. The autumn Inter-Am drew numerous Europeans as Adolf Weil, Bryan Wade and Vic Allen joined the cast.

Several Americans went overseas in 1969 including Russ Darnell, John DeSoto, Ron Nelson and Gary Bailey. Darnell was on a Husqvarna, Bailey on a Greeves. Both DeSoto and Nelson were backed by Montesa, a Spanish brand that became fairly popular in the early 70s.

Today, Bailey and Darnell are still the nation's best known motocross instructors. And Gary's son, David, has gone on to win national championships.

Darnell and Bailey both entered their instructional careers from oblique angles during the 1969 Inter-Am Series. Darnell was asked to pass on some of the knowledge he had picked up in Europe. Bailey was recruited to fill in at the last moment when Roger DeCoster and Dave Bickers, the scheduled instructors, weren't available. Both Darnell and Bailey continued to race the national circuit for several years.

Ten years later Bailey and Darnell are the nation's best known and most traveled motocross instructors. Former World Champion Rolf Tibblin was active in teaching for several years. He still teaches an occasional school at the invitation of a club or promoter. The Official Suzuki School of Motocross held its first class in 1976. Roger DeCoster and Mark Blackwell were instrumental in formulating the school agenda.

Suzuki, for whom Pettersson had grabbed a third place finish in the 250cc class in 1969, went shopping for additional talent for the 1970 campaign. They had financial resources far greater than any European factory. They lured Robert away from CZ. He gave them the 250cc World Championship, the first by a non-European factory. Robert won on a 187-pound works bike, some 23 pounds lighter than the factory Husqvarna.

Another Belgian rider, Sylvain Geboers, went with Robert and finished second as Suzuki also won the manufacturer's award for the 250cc class. Geboers probably was the best world class rider never to win a championship. He performed in the shadow of Robert, the sport's youngest champion, who is generally considered the most naturally talented rider motocross has seen to date.

1970 saw Russ Darnell invited overseas for more international competition. He rode six Grand Prix events.

In America the riders had a choice between two international series in the fall of '70. America's largest motorcycling body, the AMA, gave their first motocross sanction, to the Trans-AMA Series. Most of the Maico, CZ and Husqvarna riders opted for the Inter-Am while the Suzuki and British factory riders entered the Trans-AMA Series. ●

Motocross Techniques, Training & Tactics by World Champion Brad Lackey and Len Weed, 2nd Edition, 224 pages, over 400 photos, is available from Cleansheet Enterprises, P.O. Box 241, Tarzana, CA 91356 for $11.95 plus $1.50 postage ($13.45). California residents add 78¢ for sales tax.

(To be continued)

Eric Hallgath beat everyone by nearly two minutes on his Yamaha YZ125 in the Winter Hare Scrambles in Fremont Valley.

Barstow-to-Vegas winner Cliff Thomas finished second behind Hallgath and was the first 250cc class entry to cross the finish line.

AMA D-37/Dirt Diggers M.C. "Winter Hare" Hare Scrambles

Hallgath claims desert finale aboard YZ125

By Anne and Tom Van Beveren
Photos by Tom Van Beveren
FREMONT VALLEY, CA, DEC. 14

Eric Hallgath astonished everyone at the "Winter Hare" Hare Scrambles by powering his new Yamaha YZ125 into first overall, taking D-37's first overall desert race win on a 125 in many years.

Hallgath, who recently abandoned a 250 Husky in favor of a Granada Yamaha-sponsored 125, completed the tough 70-mile event with a lead of more than a minute over second place finisher Cliff Thomas — this year's Barstow-to-Vegas champion — who rode a 250 Yamaha sponsored by Montclair Yamaha.

The first Open class bike to cross the finish line was a Kawasaki piloted by Ted Hunnicutt, who finished third overall.

The race, which was sponsored by the Dirt Diggers M.C., provided one of the most confusing finishes of the year. The checkered flag was actually taken by Mike "Downhill" Alexander on a 250 Yamaha. Alexander crossed the finish line more than six minutes ahead of Hallgath, but was later relegated to fifth overall after race officials sorted out a misunderstanding that had given Alexander a four-place advantage early in the race.

Dirt Diggers officials determined that course workers had mistakenly waved the Expert Class rider through a detour for one-loop riders about half way around the first loop. The wrong turn let Alexander bypass some of the toughest sections of the course, taking him around the four riders in front of him and into the lead. Alexander was dropped back the four places he had gained by taking the detour, leaving Hallgath to take overall honors.

There was a relatively small turnout for the "Winter Hare" event, despite it being the last race of the year on the D-37 desert racing calendar and the last chance for racers to grab some extra points toward earning a lower number in the 1987 season.

And the event turned out to be well named. A large number of last-minute entries delayed the start, which had been scheduled for 9:00 a.m., and left riders sitting on the starting line in freezing cold for more than an hour.

When the banner finally dropped just after 10 a.m., Mike Alexander grabbed the holeshot and led the dash to the smoke bomb.

Alexander, riding a 250 instead of his usual Open class mount, was out in front as the course went over the large drop-off into Whitey's Wash and turned to run up the sandy trail towards the Rand Mountains.

Hard on his heels going into the loop were Ted Hunnicutt, Cliff Thomas, and C class hotshot Duane Summers, who had swapped his customary 125 Cagiva for a 250 Husky for the event.

Hallgath, who was a bit sluggish off the line, put in a do-or-die effort in the first few miles of the race and quickly worked his way toward the front of the pack. With the 125 running wide upon, Hallgath was making up time fast and was soon hard on the heels of the frontrunners. He started picking off the leaders one by one, and as the pink-ribboned trail cleared the California City rollers and made the turn towards Government Peak, he broke through to take the lead.

The tight, rocky canyons near Government Peak were put to good use by the Dirt Diggers. The course wove in and out of the canyons, and up and down the steep, rocky hills, and just when riders thought they were due for some relaxing flat terrain, the course went back into the hills for the worst section of all.

"It's five miles of absolute torture," one of the race organizers told *Cycle News*. "It's so bad we had to put a detour around it for the one-loop riders and the ATVs. An ATV would die out there. There's a tough uphill that's all rock and goes up in steps, and there's a downhill that will kill you. It's one of the toughest sections I've ever seen in a race."

Hallgath was out in front by a slim margin as the racers hit the detour, and had the 125 screaming as he set off to tackle the tough mountain terrain.

The next three riders went into the mountain section without incident, but when Alexander arrived at the detour the race started to get complicated.

Like many of the other top racers at the "Winter Hare" event, Alexander went into the race with enough points to ensure a low number in his usual class for the 1987 season, and had decided to swap bikes and try his luck in another class for the day. And, like most of the "cross-class" riders, Alexander rode the event under a pie-plate number so as not to affect the points earned by regular riders in the class.

Course workers at the detour were not expecting to see an expert rider in the pie plate division and, not noticing the red stripe across the bottom of his pie plate, waved Alexander into the detour and around the tricky terrain. Not realizing he was on the wrong trail, "Downhill" powered through the detour and emerged back on the main trail at the front of the pack.

"I was back in about fifth when we hit the alternate and I was waved through it, I guess because of the pie plate," said Alexander. "When I hit the next check they told me I was leading it overall and I was really surprised. But that wasn't until we hit the alternate again on the second loop and I went the right way that I worked out what had happened. I must have just smoked them through there."

With Alexander out in front by almost six minutes, the pack turned for the run into the pits.

Alexander flew down pit row, seemingly in first place, just over half an hour after the 35-mile loop began. Hallgath came through in second overall, with Hunnicutt's 500 Kawasaki thundering through in third, just 30 seconds behind.

Fourth in "Alexander's adjusted standings" was Thomas, followed by 250 Yamaha pilot Darin Cartwright in fifth, and Team Husqvarna's Larry Roeseler in sixth.

Summers, Kawasaki-mounted Mike McDonald, first Amateur Shaun Devlin, aboard a KTM, and Yamaha pilot Ron Shuler rounded out the top ten.

With the six minute advantage provided by the detour, there was no stopping Alexander as the riders went into the 35-mile loop for the second time.

Hallgath had his 125 wrung out for most of the second loop, but with slower traffic on the course he could

Fourth overall went to Duane Summers after making a run up through the pack; Summers rode a 250cc Husky instead of a 125cc Cagiva.

Third overall and the first Open class competitor was Ted Hunnicutt; Hunnicutt led early on his big-bore Kawasaki.

do little more than make up a few yards on Alexander.

Some close racing was going on further back in the pack. Hunnicutt and Thomas were swapping back and forth in a bid to secure third overall, and Summers was making a run up through the pack, picking off frontrunners one by one until he too joined in the battle for third.

A last-minute campaign launched by Kenny Parry in the closing stages of the race rocketed the District's Number One 250 rider — who was racing aboard an open class Yamaha — from 13th going into the second loop to eighth by the time the race drew to a close.

Another fast mover late in the race was Amateur rider Ron Lewis, who took his Open class Honda from 32nd overall going into the second loop to 19th overall at the finish.

But even the fastest riding couldn't overcome the "Alexander advantage." Alexander, who found the correct route in the second loop, crossed the finish line with his six-minute lead still intact, but was almost immediately relegated to fifth place.

"I hit the alternative right the second time, and I knew I was in trouble," said Alexander. "But by then it was too late. It was a bitchin' course though. The club did a great job. It was all hills, up and down. You had to stand up the whole way if you wanted to go fast."

Hallgath, after being declared the official winner of the race, told *Cycle News* he had wondered where Alexander came from.

"I got a bad start and had to catch up the whole time," said Hallgath. "I passed a whole bunch of people, and one of them was Mike Alexander. I know he never passed me back, so I couldn't understand how he ended up in front of me. It' great to finally know what happened."

Hallgath's breakthrough from the back of the pack took an obvious toll on his bike. "The bike's about totalled," he said, pushing a bent radiator shroud back into place. "I was just going through bushes all over the place trying to catch up — just ploughing through everything.

"It was a 125 course, that' for sure," said Hallgath, who is sponsored by Answer Products/Gaerne/Silkolene/Scott Goggles/Granada Yamaha. "It was really tight and there wasn't really anywhere that the big bikes could get an advantage. The Yamaha is really working great. I'm really pleased with it."

Second overall in the adjusted standings went to Thomas, who described the race as "rather short, but a lot of fun.

"I got a bad start and Eric (Hallgath) passed me going up to the bomb," Thomas said. "After that I was just chasing him all the way. I was going fast but I couldn't catch him.

"There were some really good uphills that were hard — that's my kind of riding," said Thomas. "And there was really no fast stuff at all. It was a small bike course all the way."

Third overall, first in the Open class, went to Hunnicutt, who had led in the early stages of the race.

"I loved it. I really had a good time," said Hunnicutt. "I like this area a lot. We should have more races out here."

The Open Class winner agreed that the course seemed tailor-made for smaller bikes.

"It was definitely a 125 or a 250 course — this was real hard in the rocky stuff," he said, patting the tank of his 500 Kawasaki. "And there wasn't very much fast stuff — just Whitey's Wash and one dirt road coming back from the hills. The rest of it was really tight — lots of rocks, and lots of weaving through the bushes. It was great."

Summers piloted his new 250 Husky into fifth overall, just ahead of Larry Roeseler on a 430 Husky.

"This was a 125 course for sure," said Summers. "I guess I chose the wrong bike this time. It would've been great to be on a smaller bike today.

"I had a great race, except that I lost my shifter and had to stop and put it back on. I lost a few places doing that."

Roeseler, who officially finished sixth overall behind Alexander in the adjusted standings, took second in the Open class.

"I just came out to have a good ride and practice," said the long-time Husky rider. "I'm really using the race to test the new bikes. It was a good course, and I had a good time."

Seventh overall went to Darin Cartwright on a 250 Yamaha from Montclair Yamaha. "It was all right, but I crashed really hard in the second loop," Cartwright said.

Parry finished hard on Cartwright's heels to take eighth overall.

"This was my first ride on an Open class bike, and I liked it," Parry said. "The bike went really well, and I think I'm going to ride it next year."

Parry, who is still recovering from injuries received during the Barstow-to-Vegas race, said he was happy just to finish.

"I got a bad start and tried to make up time, but basically I was just trying to finish. It was a great race and I'm glad to see the club get together and put a race on. They did a good job."

Parry was followed in by Open Expert Derrick Paiement, and Shaun Devlin, the first Amateur rider to cross the finish line, rounded out the top 10 overall on an Open class KTM.

"It kind of got chewed up on the second loop with everyone running over it twice, but it was fun," said Devlin. "I like the cool weather too."

Open Expert Mike McDonald took 11th overall after his Kawasaki developed mechanical problems during the race, and 12th overall went to Husquvarna-mounted David Alford. Alford's finish gave him second overall in the Amateur ranks, and first place in the Amateur 250 class, narrowly edging out classmate Mark Schneider.

Curt Crandall piloted his Open class KTM into 14th overall, just ahead of Gary Covington, who took overall honors in the Vet class on a 250 Yamaha.

Dave Benzler (Open Amateur/KTM) took 16th overall, with fellow Amateur rider Kirk Kovaleff on a 500 Honda finishing hard on his heels.

Wayne Carlton was the first Vet Open rider to finish, taking 18th overall on his M-Star.

The first Senior rider to cross the line was Richard Jackson aboard a 500 Husky. Dave Kersting took the honors in the Senior 250 Class, just ahead of Hal Bankhead of the Vipers, M.C., who was the first Senior Amateur to cross the line. Kurt Horst, the first Super Senior to cross the line, was followed in by Yamaha-mounted Bill Staley, a Super Senior riding in the Amateur class.

The first woman to cross the finish line was Joanna Brownell, who took 119th overall.

In the Novice class, overall honors went to George Pennington on an Open class Yamaha, with Kevin Perkins, riding an Open class Honda finishing close behind. Third Novice overall, and first Novice 250, was Suzuki-mounted Larry Mack.

The win in the Beginner Class belonged to Bill Cosgrove, who rode an Open Class Husky. Taking the checkers not far behind Cosgrove was Russell Boyd, who was the first Vet to finish in the Novice class. •

Results

OVERALL: 1. Eric Hallgath (Yam); 2. Cliff Thomas (Yam); 3. Ted Hunnicutt (Kaw); 4. Duane Summers (Hus); 5. Mike Alexander (Yam); 6. Larry Roeseler (Hus); 7. Darin Cartwright (Yam); 8. Kenny Parry (Yam); 9. Derrick Paiement (Kaw); 10. Shaun Devlin (KTM); 11. Mike McDonald (Kaw); 12. David Alford (Hus); 13. Mark Schneider (Yam); 14. Curt Crandall (KTM); 15. Gary Covington (Yam).

OPEN EX: 1. Ted Hunnicutt (Kaw); 2. Larry Roeseler (Hus); 3. Mike Alexander (Yam).

250 EX: 1. Cliff Thomas (Yam); 2 Duane Summers (Hus); 3. Mike Alexander (Yam).

125 EX: Eric Hallgath (Yam); 2. John Braasch.

VET OPEN EX: 1. Wayne Carlton (M-S).

VET 250 EX: 1. Gary Covington (Yam); 2. Jim Eveland (Yam).

SR OPEN EX: 1. Richard Jackson (Hus); 2. Steve Thompson (Yam).

SR 250 EX: 1. Dave Kersting (Kaw).

SS EX: 1. Kurt Horst (Yam).

OPEN AM: 1. Shaun Devlin (KTM); 2. Dave Benzler (KTM); 3. Kirk Kovaleff (Hon).

250 AM: 1. David Alford (Hus); 2. Mark Schneider (Yam).

125 AM: 1. Gary Mercer (Yam).

SR OPEN AM: 1. Hal Bankhead (Hus).

SS AM: 1. Bill Staley (Yam).

OPEN NOV: 1. George Pennington (Yam); 2. Kevin Perkins (Hon).

250 NOV: 1. Larry Mack (Suz).

PHOTO BY BILL HERNDON

Donnie Simone captured the overall win on his Kawasaki KX125 at the CRC Santa Clause enduro in Lucerne.

Simone wins CRC Santa Claus Enduro

By Bill Herndon

LUCERNE VALLEY, CA, DEC. 14

California Racing Club's season-closing event went into the books with lots of surprises, high drama, and the biggest stunner of all was that a 125cc bike finished first overall. Playing last-minute spoiler to fellow Barbenders Scott Crawford and Rob Bush, Donnie Simone danced his KX125 Kawasaki to the overall win in an untouchable 2.158 minute drop. He also won the 200cc AA class.

The hotly-contested 200cc class had Crawford and Tony Casaga coming into the event on a dead tie for points. Casaga decided at the last minute to give up 300 guaranteed points working a check to try to win the class, break the tie, and take the number one plate for 1987. It didn't work that way. While Simone ran away and hid from everybody with the only two of the day, the IT200 Yamaha battle found Crawford to be heir-apparent with a three-minute ride. Casaga collected three hard get offs, a dislocated shoulder, and a burned check for a 6.235 minute ending. Then, with Crawford being disqualified for an alleged altered riding card, the title went back to Casaga (as of press time).

While all the drama unfolded, Bob Seitz snuck in and stole second overall at 3.174, first overall on a KTM. Things got momentarily normal when Randy Prestzer logged in a 3.192 behind the fast dentist. But Open B rider Tim Beall took fourth place on his CR250 Honda, at 3.227, while Bob Neal took fifth, at 3.235. Granada Yamaha's Mike Smith finished in sixth. After a long time off due to injuries, Skip Cristy came back to grab seventh, taking the Open A Four-Stroke class at 4.260 on his KTM. Rick Daniel took his new Granada Yamaha-sponsored YZ490 to a 5.181 despite a burned check and badly mashed pipe/clutch cover/brake lever, while John Ferro rode injured to a 5.269 10th overall. Sandwiched in ninth was Craig Stenberg, who grabbed the 250cc A win on his Yamaha at 5.240.

Simone said, "I had no odo the whole race (his ICO quit at the start chute). Doc Stirling did a good job of leading me around, and everyone in front let me by. There could have been more danger markings in a couple of spots where you can get going real fast but the rest of the markings were perfect. Traction was everywhere, even where it was a bit dusty on top (near the end of loop two). I can ride faster on the 125 without getting hurt (than the KDX-200)." His three and a half gallon red Cagiva fuel tank on the KX looked bizarre, but solved running-out-of-gas problems.

The biggest problem of the day for most riders was uncharacteristic of late-model CRC enduros: The mileage was off throughout both loops. First Open AA Vet Greg Lusher stated, "My mileage was off .2 every three miles, but the traction was the best of the year — it made up for everything!" Loop one was excellent, but pretty tough for Cs. I missed the 36 mph on my route chart in the last loop two special, and that cost me. Because of a check placement, I think B and C riders can do pretty well."

Dave Burk, 27, from Steamboat Springs, Colorado, said, "I burned a couple of checks, and there was no way to make it up because the specials were so short. I'm used to 125-150cc milers in the Rocky Mountain Enduro circuit. The (cold) weather conditions were perfect, the worse they are (like last week), I guess the better I do." Burke took his Denver-based Faymeiers '87 CR250 to 19th overall, sixth 250cc AA.

Perhaps the last chapter of drama was played out by Simone's timekeeper helpmate, who almost didn't arrive. Stirling said, "We had car trouble about a third of the way out here Saturday morning and turned back. Our neighbor loaned us his truck to get us out here this morning. We discovered either a sloppy mechanic, or a volunteer vandal had loosened the lug nuts on one wheel. As for the course, it was 99% perfect and well laid out. It was just gorgeous."

Kevin Cleland took family loop one honors, dropping 6.316 on his YZ80. Dan Hapner grabbed second overall, first 80cc A at 6.367 on his YZ, while similarly-mounted Rick Knox and Ryan Stenberg, both Cs, took third and fourth at 7.353 and 7.373, respectively. Former 1983 A Woman champ Michele Keast took her first ride of '86 to the B Woman win in fifth overall, at 7.428 on her 250cc KTM.

Results

OVERALL: 1. Donnie Simone (Kaw); 2. Bob Seitz (KTM); 3. Randy Pretzer (Yam); 4. Tim Beall (Hon); 5. Bob Neal (Hus); 6. Mike Smith (Yam); 7. Skip Cristy (KTM); 8. Rick Daniel (Yam); 9. Craig Stenberg (Yam); 10. John Ferro (Hon); 11. Mark Glasmeier (Yam); 12. George Hammill Jr. (KTM); 13. Phil Williams (Hon); 14. Rob Bush (Kaw); 15. Greg Lusher (Yam); 16. Jim Boretree (Hon); 17. Mike Sanmardebeck (Hus); 18. John Handberg (Yam); 19. Dave Burke (Hon); 20. Tony Casaga (Hon).

FAMILY LOOP ONE OVERALL: 1. Kevin Cleland (Yam); 2. Dan Hapner (Yam); 3. Rick Knox (Yam); 4. Ryan Stenberg (Yam); 5. Michele Keast (KTM).

Scholer, Johnson jar Medford AX

By Clay Light

MEDFORD, OR, DEC. 12-13

The Compton Arena at Medford's Expo Park facilities was hit by heavy jolts from two consecutive nights of racing at Oregon's premier indoor facilities. Among the weekend's big winners were Honda riders Gary Scholter, winner of the 125cc and 250cc A mains Friday night and Brad Johnson, winner of the Open Pro main Saturday night.

Small bike action kicked off racing on both nights with Shawn Highland coming out on top of the 60cc A main over Jo Don Ireland. In 80cc action Friday, Ryan Huffman brought his PJ1/Yamaha of Roseburg YZ down from Roseburg and made a killing of the class, putting the massive gallery of spectators in awe with his win over Brett Brashears.

Scholer had some pretty stiff competition in Friday's 125cc A main, which came from 80cc speedsters Huffman and Frampton. Scholer held off Huffman's advanced for win number one. In the 250cc A main, Scholer had to fight off local pros Mike Hamilton and Randy Toreson. At the completion Scholer carded the only double win of the evening.

Friday night's Open class action had local riders sweep the Open A main in the form of Jerry Apland over Mark Wytcherley and Chris Wytcherley. 125cc Honda-mounted Monty Spalding was the evening's big money winner, motoring away with the Open Pro main over Hamilton and Johnson.

Saturday night's racing was just as thrilling with Toreson coming out on top of the 250cc A main over arch rival Hamilton and Dennis Rotherham. Johnson came back to destroy the Open Pro final, gunning down the high hopes of Hamilton, Toreson and local Pro Ron Milligan among many. Johnson came away with the evening's top laurels after an amazing ride while Hamilton snagged second place loot over Milligan.

Bob Ingle was the only rider to win his class in both nights of racing. Ingle and his big bore Honda took Friday night's Old Timers main over Lloyd Spear and local rider Dave Ashenberner. Ingle also came back Saturday night to beat one of California's premier 30+ riders, Rod Nordstrom, who frequently makes the trip up from the Eureka area. Spear netted a third at the finish.

Results

FRIDAY

OPEN PRO: 1. Monty Spalding; 2. Mike Hamilton; 3. Brad Johnson.

OPEN A: 1. Jerry Apland; 2. Mark Wytcherley; 3. Chris Wytcherley.

250 A: 1. Cary Scholer; 2. Mike Hamilton; 3. Randy Toreson.

125 A: 1. Cary Scholer; 2. Ryan Huffman; 3. Wayne Frampton.

80 A: 1. Ryan Huffman; 2. Brett Brashears; 3. Wayne Frampton.

OT: 1. Bob Ingle; 2. Lloyd Spear; 3. Dave Ashenberner.

SATURDAY

OPEN PRO: 1. Brad Johnson; 2. Mike Hamilton; 3. Ron Milligan.

OPEN A: 1. Dave Handen; 2. Brett Manley; 3. Jerry Appland.

OT: 1. Bob Ingle; 2. Rod Nordstrom; 3. Lloyd Spear.

250 A: 1. Randy Toreson; 2. Mike Hamilton; 3. Dennis Rotheham.

125 A: 1. Dennis Rotherham; 2. Wayne Frampton; 3. Greg Church.

80 A: 1. Wayne Frampton; 2. Jo Don Ireland; 3. Greg Church.

Schmit, Manneh battle at Barona Motocross

By John Griffin

RAMONA, CA, DEC. 7

Team Suzuki's Donny Schmit and Team Kawasaki's Bader Manneh did battle today in the final race of the 1986 season at Barona Oaks, but in the end it was Schmidt coming out on top.

Moto one saw Schmit grab the holeshot with Manneh following. The two closely knit riders slithered around the muddy track until the second lap when Manneh's chain derailed causing him to DNF. John Griffin moved his Honda into second place as Schmit rode to the lonely win.

The second moto saw Manneh take the holeshot with Schmit following. Manneh pulled slightly away before Schmit crashed in the mud. As the Suzuki pilot remounted, third placed Griffin pulled close but could not take advantage of the mishap. Manneh won the moto, but first overall went to Schmit with Griffin taking second overall.

Griffin will wear the number one plate next year as the 125cc Champion with Ethan Dickinson claiming the 80cc championship and Todd Mitchell taking the 105cc honors.

Results

PEE WEE: 1. Jarit Johnson (Yam); 2. Jennifer

Nelson (Yam).
60 (0-8): 1. Andy Harrington (Kaw(; 2. Chris Wheeler (Kaw).
60 (9-11): 1. Justin Urata (Kaw); 2. Tyler King (Kaw); 3. Matt McHale (Kaw).
80 BEG: 1. Jasen Clagett (Kaw); 2. Jaimy Hammalk (Kaw); 3. Mike Jones (Yam).
80 NOV: 1. Skip Edwards (Yam); 2. Mike Luallin (Kaw); 3. Lino Morales (Suz).
80 INT: 1. Chris Raceles (Yam); 2. Doug Dugger (Hon); 3. Jeremy Tooker (Hon).
80 OPEN: Craig Decker (Yam); 2. Chris Raceles (Yam); 3. Ken Johnson (Yam).
125 BEG: 1. James Loh (Hon); 2. Darrell Herman (Hon); 3. Billy McClintock (Hon).
125 NOV: 1. Rick Golden (Yam); 2. David Deinango (Kaw); 3. Keith Shadof (Hon).
125 INT: 1. Bret Anderson (Hon); 2. Rick Flores (Kaw); 3. Stephanie Carlyle (Hon).
125 OPEN: 1. Donny Schmit (Suz); 2. John Griffin (Hon); 3. Baker Manneh (Kaw).
PARENTS: 1. Will Decker (Yam); 2. Mitch Mitchell (Yam); 3. Les Craig (Yam).

Blanchard burns LA County MX

By Terry Rezek

PALMDALE, CA, DEC. 14

AXO/Scott/PJ1-backed Sean Blanchard returned to the CRC motocross wars after an absence of many months and showed that the layoff hadn't affected his riding at all. Blanchard got a poor start in moto one of the 125cc Intermediate race and killed his engine on lap one. With all that out of his system, he began an aggressive drive that put him in the lead by lap six and gave him the moto win. He led moto two from wire-to-wire and took home the 125cc Intermediate trophy.

Blanchard took the 250cc Intermediate lead coming out of the second turn after the start of moto one. From there on, he just cruised to the win. He got the holeshot in moto two and led right to the finish for his fourth moto win of the day and first overall 250cc Intermediate honors.

Mark Maynor grabbed the lead off the line in moto one of the 500cc Intermediates with David Bagwell in hot pursuit. Bagwell muscled into the lead in lap three and took the win. Bagwell led moto two all the way for first overall in the 500cc Intermediate division.

The Pro race was the usual Mike Kiedrowski show as the Kawasaki ace dominated both motos for the 250cc Pro top money. Jeff Mabery has been getting faster and a couple of times seemed to be closing in on Kiedrowski, but he could never quite get there. Mabery took two seconds and second overall.

Scott Brown had the early lead in both motos of the 125cc Pro class but was unable to hold off a determined Willie Surratt. By mid-race, in both motos, Surratt had the lead and took both wins for first overall.

Andy Grider had to work for his trophy in moto two of the 125cc Beginner race. He led moto one from gate to flag, but had problems at the start of moto two. He fought his way to the lead in the next six laps, only to lose it just before the flag to Russell Fox, who came barrelling from somewhere in the back to nip Grider for the win at the flag. However, Fox had been third in the first moto and Grider outpointed him for the 125cc Beginner overall win.

Justin Souza took both motos of the 125cc Novice race, but not without a lot of argument from Doug Houston and Mike Crosby. Souza had moto one all the way in spite of pressure from Houston and occasional attacks from Crosby. Crosby led off moto two, but got a case of the clumsies and wound up fourth at the flag and third overall while Souza racked up another win for first. Houston took two steady seconds.

Rod Skaggs took moto one of the 250cc Beginners on the strength of a strong pass for the lead out of turn one on the start. The momentum car-

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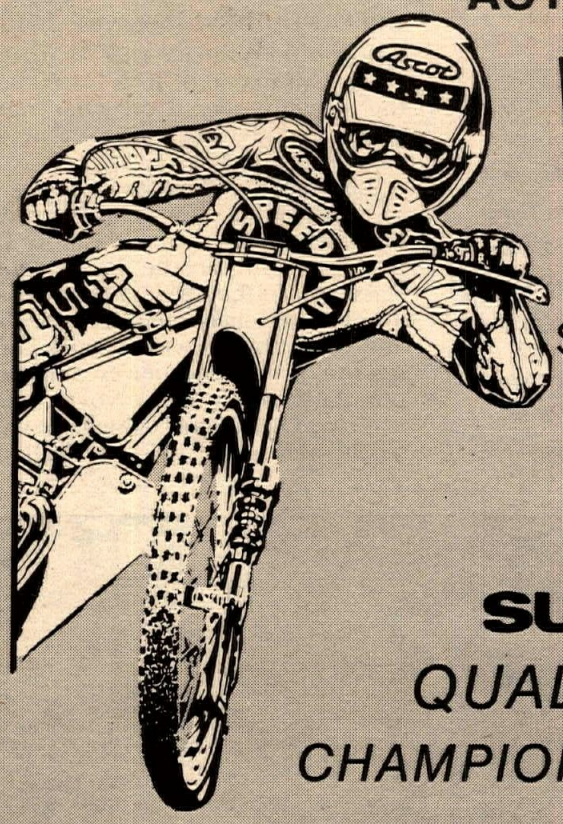

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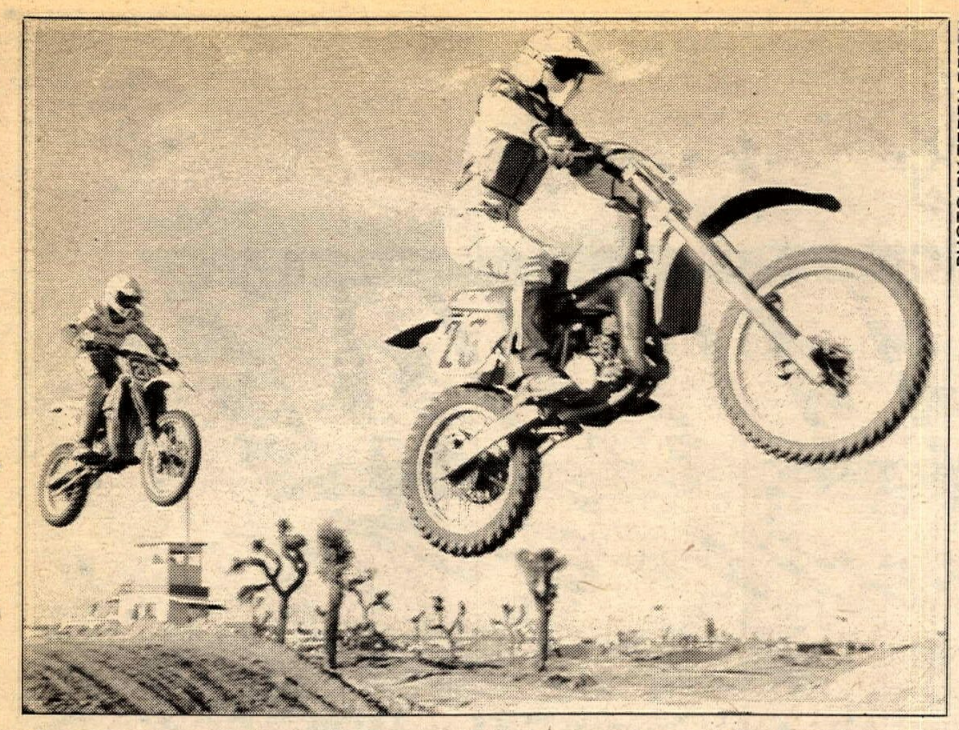

PHOTO BY TERRY REZEK

Mike Crosby (29) and Doug Houston (219) finished third and second overall, respectively, in the 125cc Novice class at LA County Raceway.

ried him to the win. Skaggs got behind Robbie Dunham in moto two and could not get in front, but second was good enough for Skaggs to take first overall in the 250cc Beginner ranks.

Chris Leiker had the early lead in moto one of the 250cc Novices, but lost it for a few moments to Will Dickson. Leiker soon had it back for the moto win. Leiker got the early lead again in moto two and Dickson took it away again. But this time Dickson hung on for the win and first overall 250cc Novice with Leiker finishing second.

Results

PEE WEE A: 1. Robby Hammond (Yam).
PEE WEE B: 1. Jerry Aleman (Yam); 2. Chris Neitzel (Yam); 3. Ceasar Galvez (Yam).
60 0-8: 1. Chris Wheeler (Kaw); 2. Robby Hammond (Kaw); 3. Matthew Pickering (Kaw).
60 NOV: 1. Phil Richmond (Kaw); 2. Pablo Lara III; 3. Joe Hicks, Jr. (Kaw).
60 INT: 1. Jeff Willoh (Kaw); 2. Lanny Turner (Kaw).
80 STK BEG: 1. Dominic Varela (Suz); 2. Owen Dickson (Yam); 3. Brian Teets (Kaw).
80 STK NOV: 1. Billy Dawson (Hon); 2. Nick Mairose (Hon); 3. Damon Kemp (Yam).
80 STK INT: 1. Damon Huffman (Yam); 2. Joel Tokarsky (Kaw); 3. Derek Natvig (Kaw).
80 MOD BEG: 1. Brian Teets (Kaw).
80 MOD INT: 1. Damon Huffman (Yam); 2. Derek Natvig; 3. Jacob Swain (Yam).
VET BEG: 1. Don Stinchfield (Kaw); 2. Ralph Dickson (Yam).
VET NOV: 1. Wayne Ellis (Hon); 2. Bill Wright (Hon); 3. Walt Hard (Hon).
VET INT: 1. Bob Alvis (Hus); 2. Scott Richmond (Hon); 3. Bob Dunham (Yam).
VET EX: 1. Errol Leduc (Hon).
125 BEG: 1. Andy Grider (Kaw); 2. Russell Fox (Hon); 3. John Arnold (Hon).
125 NOV: 1. Justin Souza (Hon); 2. Doug Houston (Yam); 3. Mike Crosby (Kaw).
125 INT: 1. Sean Blanchard (Yam); 2. Paul Vlach (Hon); 3. Danny Barnett (Hon).
125 PRO: 1. Willie Surratt (Suz); 2. Scott Brown (Yam); 3. Aron Martin (Kaw).
250 BEG: 1. Rod Skaggs (Hon); 2. Robbie Dunham (Yam); 3. John Jackson (Kaw).
250 NOV: 1. Will Dickson (Yam); 2. Chris Leiker (Yam); 3. Brad Beaman (Hon).
250 INT: 1. Sean Blanchard (Yam); 2. Paul Vlach (Hon); 3. Jim Ryder (Hon).
250 PRO: 1. Mike Kiedrowski (Kaw); 2. Jeff Mabery (Yam); 3. Todd Lehmann.
500 BEG: 1. Robin Young (Hon).
500 NOV: 1. Ross Warne (Hon); 2. Mike Sullivan (Hon); 3. Tom Smith (Hon).
500 INT: 1. David Bagwell (Hon); 2. Mark Maynor (Yam); 3. Greg Pierce (Yam).
500 PRO: 1. Jon Zahrt (Hon).

Rinkes rocks at Winter Series Trial

By Fat Freddie

JORDAN CREEK, OR, DEC. 21

Wet ground and cool crisp air greeted 61 riders who came to compete in the first round of the Columbia Observed Trials Association Winter Series. Again this year, trials marshall Jerry Carter beat the elements to put on what many riders claimed the "best event all year."

The morning classes attacked 12 sections, riding four laps. Washington rider John Hartman beat out Dr. Rod Jackson for the Intermediate class win. In the Novice class it was a tough battle between Mike Medick and Doug Raines with Medick coming out on top. Our newest and most popular class, the Rank Novice class, was won by Tina Crawford with second place going to Katie Checkley.

In the afternoon Expert and Advanced class riders were subjected to a grueling one lap 24 sections ride that left many competitors with cramping forearms and very wet clothes. Duane Rinkes edged Brad Skreen for the Expert class win.

In the Advanced class many time gold medalist in ISDE competition Barnet Brown, riding his first observed trials event, bested Keith Ditmare for first place. Barret said after the event, "I always thought that trials riders played around on flat ground and had limp wrists. You sure proved me wrong. I'll be back."

Topham tops James Jarman Benefit HS

By Rider Writer

DILLWYN, VA, DEC. 14

James Jarman was at the top of his class in the world of motocross as an "A" rider. But all of that world ended when he slammed head first into pavement while performing a stunt to help raise money for the Cancer Society. The result was a broken neck and he is now wheelchair bound. But while the sky may seem cloudy at times, the sun is always shining as Jarman has taken hold and come away with a renewed outlook on life. And thus with the stage set, hare scramble and motorcycle racers from across the state strapped on their boots and sat handlebar-to-handlebar to raise money to help defray some of the medical costs of Jarman.

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Tim Norris, the Central VA Trailriders put together a course consisting of a one mile motocross course and six miles of twisting, hilly, challenging terrain. With several days of rain prior to the event, the riders were greeted by a tough, greasy course. The trails were extra tough on the MX'ers while the woods riders seemed to take it in stride to dominate most of the classes.

Tam Topham brought his Honda CR250 from the far edge of the state and walked away as the overall winner at the end of the day. During the first two laps, David White, on a borrowed Yamaha IT200, held the lead. But White couldn't hold and on the third lap, Suzuki rider Rob Toole made his grand entrance into the 250cc ranks and started to put distance on the field. At the end of the third lap, White was out after losing a bunch of sprocket teeth and Toole looked to have the win as he completed his fourth lap with a five minute lead. But time is all you have when you don't pit and the engine comes up short on gas. Toole was left on the side of the trail as Topham used his head for the win.

With this being a benefit race, some of the riders opted to make some changes to add some spice to the situation. Such was the case with teammates Bobby Wilt and Bricky Hughes. At sign up, they decided to swap bikes with Wilt riding an unfamiliar 250 Honda and Hughes riding an unfamiliar Open Honda. The switch made little difference as Hughes powered through the course for the Open class win and second overall while Wilt put his mud riding experience to use to slide into the 250cc class win.

In the Senior class, KTM rider Mike Hall and Yamaha rider Gary Hatch moved to the front of the pack by the end of the first lap. Hall found the course to his liking and managed to keep three-time State Champion Hatch at bay. At the finish, Hall found himself all alone with Hatch struggling six minutes behind.

The largest class of the day proved to be the Trailriders. Yamaha mounted Darryl Allman jumped into the lead on the start with Honda rider Glen Holcomb working in second. Although both riders pulled away from the rest of the field, the distance between them was minimal as they managed to stay on the same minute. At the checkers, they became the only class riders to go the full distance with Allman getting the nod.

While some of the big bikes found the course rough, the mini riders turned around and took it in stride. Honda rider Jason Gulley and Suzuki rider Chris Lewis put in tough mud rides and rode, or sometimes pushed, their way into the top two slots.

At the end of the day, Jarman was on hand for trophy presentation. Three time Virginia Championship Hare Scramble Series Grand Champion David White donated all of the large trophies while Topham donated the $100 he won back into the fund as the Central VA Trailriders presented Jarman with a check for $1,000. Comradeship is always good to see and be a part of.

Results

OVERALL: 1. Tam Topham.
100: 1. Jason Gulley; 2. Chris Lewis; 3. Danny Grubb.
125: 1. Gill Griggs; 2. Allen Davidson; 3. Robbie West.
200: 1. Jeff Keeton; 2. Kenny Debes; 3. Charles Flinton.
250: 1. Bobby Wilt; 2. Rob Toole; 3. Pat Casey.
OPEN: 1. Bricky Hughes; 2. Barry Wuergler; 3. Paul Norris.
SR: 1. Mike Hall; 2. Gary Hatch; 3. A.C. Bruce.
SUP SR: 1. Stan Norris; 2. Marvin Wells; 3. John O'Neill.
4-STRK: 1. Gary Hart; 2. Bill Nuckols; 3. Gary Welter.
TRAILRIDER: 1. Darryl Allman; 2. Glen Holcomb; 3. Dave Jeffreys.

Miller masters Clark County ST

By Derryl Anderson

RIDGEFIELD, WA, DEC. 5

Vancouver's Tom Miller went 2-1 to edge out Steve McCall's 1-3 and claim the overall in the Open Amateur class of the short track held tonight at the Clark County Fairgrounds in Ridgefield. Bremerton speedster Darell Davis showed everyone the way as he controlled the 250cc and Open Pro classes while battling with Duane Gerrard and Randy Roose.

In the Open Amateur heat race Miller got a tremendous holeshot ahead of McCall, Brian Calderon and Jerry Hicks. Hicks lost it in turn one, but restarted quickly. On lap two McCall slid under Miller. Lap three saw Calderon lost the front end while entering turn one, dropping him back. At the finish it was McCall, Miller, Hicks and Calderon.

In the main event Miller got the holeshot ahead of Hicks, McCall and Calderon. Miller went out to a eight-yard lead over Hicks, who had 10 yards on the others. There was no passing and at the checkered flag the order remained the same.

In the Open Pro class heat race Davis got the holeshot ahead of Roose, Gerrard, Adam Sabedra, Ron Adams, and Tricia Lyons. Gerrard pressured Roose the entire race sticking his wheel underneath in every corner, but Roose didn't give an inch. Several times Gerrard got up even with Roose on the straightaways, but Roose continued to shut the door on the nationally-ranked Gerrard. Meanwhile Davis looked excellent everywhere as he enjoyed a 15-yard lead on the large indoor track. With less than a lap to go Roose lost his chain and coasted to the side. Other than that the order was the same at the finish.

In the main event Davis got the holeshot and never looked back. Behind him off of the line was Ryan Fisher, Troy Rose, Gerrard, Dean Autrey, Roose, Sabedra and Lyonda. Gerrard moved up a spot on lap two and started to pressure Fisher. On lap

PHOTO BY KATIE CHECKLEY

J. Terry works his way up the waterfall at the Jordan Creek Trial.

cross star than you think.

REQUIREMENTS TO QUALIFY FOR THE SUPERCROSS RACES:

		Top qualifiers to Anaheim QuadRacer Championship, January 31st, 1987		Top qualifiers to San Diego QuadRacer Championship, February 14th, 1987	
DATE	LOCATION	LT250R	LT500R*	LT250R	LT500R*
1/3-4	Sunrise Valley	Top 2	—	—	—
1/10-11	Huron	Top 2	—	—	—
1/17-18	Carlsbad	Top 4	Top 7	Top 7	Top 7
1/24-25	Marysville	Top 2	Top 3	—	—
1/31-2/1	Glen Helen				
2/14-15	Sunrise Valley				
2/21-22	Sand Hill				
2/28-3/1	Fresno				

Each rider only qualifies once. Therefore, a rider who finishes fifth, for example, may qualify if the top four finishers are factory riders or have already qualified. The top three riders at the Anaheim event in both 250 and 500 classes qualify to go on to the San Diego event.

*Due to limited availability, qualification requirements may change. Check with CMC for details.

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	3rd Place	$200	
ANAHEIM/SAN DIEGO QUADRACER CHAMPIONSHIPS	1st Place	$1,500	
	2nd Place	$1,000	TOTAL
	3rd Place	$800	$17,600
	4th Place	$600	
	5th Place	$500	

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Jeff Darland piloted his Honda to the overall victory in the ADRA's Sonoita to Rocky Point Hare and Hound and picked up the ADRA number one plate.

KTM-mounted Robert Kinnaman rebounded from a bad start to score a come-from-behind victory in the 200cc Novice division.

Dirt Rider Magazine's Ed Hertfelder was on hand and had distributed duct tape before the race at the riders' meeting in Sonoita.

three Gerrard went under Fisher in turns three and four. Meanwhile young Davis was out to a 30-yard lead and getting ready to lap slower riders. The track was holding up perfectly as Davis lapped Lyons and Rex Fisher. The checkered flag came out for Davis, Gerrard, Ryan Fisher, Rose, Roose, Autrey and the other pros.

Results

WEE PEE WEE: 1. Jessica Kirkman; 2. Joshua Currey; 3. Jim Kirkman.
MINI: 1. Ryan Anderson; 2. Mike Fetty; 3. Mike Stevenson.
OPEN: 1. Tom Miller; 2. Steve McCall; 3. Jerry Hicks.
250 PRO: 1. Darell Davis; 2. Duane Gerrard; 3. Randy Roose.
OPEN PRO: 1. Darell Davis; 2. Duane Gerrard; 3. Ryan Fisher.

Genter dominates Wilkes County HS

By Kathy Bush

FAYETTEVILLE, NC, DEC. 21

Steve Genter, riding a Honda CR250, powered his way to the overall victory of the Wilkes County Hare Scramble. The Meridian Honda-sponsored rider holeshot the 250cc class and made his way through the frozen, rutted course to finish more than three minutes ahead of the second overall rider. Nicky Baker designed an excellent trail consisting of three miles of technical woods trail and a mile of demanding motocross track.

In the Open class big Carey Stump blasted his Four-Stroke Can-Am through the hills to take the Open class honors. Manley Bradshaw claimed second and William Orr kept motivating to clinch third.

Steve Cooke riding a Can-Am out of Wayne's Cycle Sales moved into first in the 250cc class. Andy Spencer battled with Mike Green over the second spot with Spencer coming out on top leaving Green with third.

The 125cc class was topped by SETRA 125cc B class points leader Charles Bridges on his Honda. Kip Petrykowski, also on a Honda took second with Eddie Winkler third.

Harry Greenlee, a SETRA and National Hare Scramble competitor roosted the Senior class. Gary Patterson pushed on to finish second and coming out of retirement was longtime competitor Dwight Colloway on his KDX200.

Results

OVERALL: 1. Steve Genter.
OPEN: 1. Cary Stump; 2. Manley Bradshaw; 3. William Orr.
250: 1. Steve Cook; 2. Andy Spencer; 3. Mike Green.
200: 1. Bryan Sugaski; 2. Eric Mullins; 3. Tomas Veaton.
125: 1. Charles Bridges; 2. Kip Petrykowski; 3. Eddie Winkler.
SR: 1. Harry Greenlee; 2. Gary Patterson; 3. Dwight Calloway.

Rentzell tops Gainesville RR

By Jack Roe

GAINESVILLE, FL, DEC. 7

In Florida Gran Prix Rider's Association's final event of the year, Kevin Rentzell showed the talent that brought him six championship plates this year. On a wet and slippery track, Rentzell thoroughly dominated every race he entered. The only real hope for competition was Glen Barry and his HRC Honda Superbike. Due to the rain and having only slicks for his Superbike, Berry elected to ride a basically stock RZ350 instead.

Practice and the beginning of the Endurance race saw several riders go down as they were learning the least slippery lines around the track. Kevin Rentzell quickly pulled away from the rest of the pack and led the Endurance race from the first to the last lap. Barry took second overall and first in Class Two on a Yamaha RZ350 he was riding for the first time. Rick Herndon took third overall and first in Class Five on a box stock Suzuki GSXR1100 that he too was riding in his first race.

The Endurance race was a foreshadowing of things to come as Rentzell convincingly won all five of the Sprint races he entered. Rentzell entered the GP Class Two aboard his Yamaha 250, GP and Cafe Three classes on his FZ600, and GP Four and Cafe Five on a GSXR1100 Suzuki. Not only did Rentzell lead every feature from the first lap to the checkered flag, he also won the highly unofficial Wheelie of the Year award on the white flag lap of the Cafe Five event. At the beginning of the straight, Rentzell pulled his GSXR1100 virtually straight up in the air and maintained that attitude through three gears, bringing the front wheel down in a huge puff of blue smoke a half mile later at a 130+ mph.

Results

ENDURANCE
OVERALL: 1. K. Rentzell (Yam); 2. G. Barry (Yam); 3. R. Herndon (Suz).
CLASS 1: 1. S. Pickens (Suz); 2. S. Keyes/B. Vitt (Yam).
CLASS 2: 1. G. Barry (Yam); 2. T. Phipps (Hon); 3. C. Hazen (Yam).
CLASS 3: 1. K. Rentzell (Yam); 2. E. Kelley (Yam); 3. D. Hyatt (Kaw).
CLASS 4: 1. S. Mazzella (Kaw); 2. L. Wells (Suz).
CLASS 5: 1. R. Herndon (Suz); 2. J. Opp/M. Jones (Hon); 3. J. McNeely (Hon).

SPRINT
PROD 4 NOV: 1. R. Rhodes (Suz).
PROD 5 EX: 1. R. Herndon (Suz).
CAFE 1 EX: 1. E. Culbertson (Duc).
CAFE 2 EX: 1. M. Sturtevant (Yam); 2. G. Barry (Yam).
CAFE 3 NOV: 1. R. Bossardet (Yam).
CAFE 3 EX: 1. K. Rentzell (Yam); 2. D. Robichaux (Yam); 3. E. Kelley (Yam).
CAFE 4 NOV: 1. S. Mazzella (Kaw); 2. R. Rhodes (Suz).
CAFE 4 EX: 1. M. Kennedy (Suz).
CAFE 5 EX: 1. K. Rentzell (Suz); 2. J. Cook (Suz); 3. R. Herndon (Suz).
GP 1 EX: 1. M. Sturtevant (Yam); 2. E. Culbertson (Duc).
GP 2 EX: 1. K. Rentzell (Yam).
GP 3 EX: 1. K. Rentzell (Yam); 2. R. Bossardet (Yam); 3. D. Robichaux (Yam).
GP 4 EX: 1. K. Rentzell (Suz); 2. R. Herndon (Suz); 3. R. Rhodes (Suz).
BoTT EX: 1. D. Williams (Kaw).
BoTT NOV: 1. S. Keyes (Nor).
VINT NOV: 1. S. Keyes (Nor); 2. R. Batsleer (Hon); 3. R. Sperling (BSA).

Darland scores ADRA C'ship

By Daryl Drake

PUERTO PENANSCO, SONORA, MEXICO, DEC. 6

Jeff Darland grabbed all the gold at the Arizona Desert Racing Association's finale to the 1986 Desert Championship Series with a smooth ride to the Overall and Open Expert wins at the 10th Annual Sonoita to Rocky Point Hare and Hound point-to-point race.

Covering the 125+ miles of stormy Sonoran desert in 2:22:59, Darland averaged 52.45 mph aboard the Sunnyslope Honda/Dirt Unlimited-backed Honda CR500 to wrap up the season with his third consecutive overall win and earn the Number One place for the year.

Off the start, Pat Duncan took the holeshot, but Darland passed him about a mile out. Darland then held the lead on the road to the finish.

"Five miles out, Garth Sweetland was right on my tail on his thumper Husky," said Darland, "so I picked up the pace and pulled away."

At about the 30 mile mark, Darland held a 15-second lead over Sweetland, but Jim Thompson Jr., third on the road, appeared to be in the lead on time since he was a close third after starting 30 seconds behind Darland. Thompson later reportedly blew his motor and DNF.

After the race Darland said, "I had a blast! The new 'cowtrail' section was really neat with some pretty interesting terrain. When I got to check number two, I stopped for fuel and goggles and couldn't hear the second place bike.

"I had my bike geared for 110 mph and I did it everywhere I could. My goggles were pushing my face so hard it was blurring my vision, and I had to keep pulling them out so I could see. Then I hit some pretty strong rain where we went over the mountain, but it didn't give me any trouble.

"I really have to thank Jon Miller from Sunnyslope Honda and Dennis Parks from Dirt Unlimited for all their support and encouragement all year long.

"I don't think anyone has held the Number One plate for two years running, but I'm determined to do it just to say thanks to those guys!"

Despite starting on the third row, Gwin Vaughn was second overall, 3:17 behind Darland, working his way through traffic on his 510cc Husky.

Sweetland, the 1986 Number One plateholder, was in 5:35 later for third overall and Open Expert. Next was 250cc Expert winner Scott Hildebrand at 2:34:39 with a 48.50 mph average on his Dad/Desert Husqvarna-backed Husky 250 to edge out Open Expert Pat Prosser by 10 seconds for fourth overall.

Overall, despite wind, rain and the usual obstacles encountered in a desert race, things went well and the worst injury was a broken collarbone.

Results

200 EX: 1. Scott Kindler (Hon); 2. Ken Asch (Cag).
250 EX: 1. Scott Hildebrand (Hus); 2. Tim Leehe (KTM); 3. Robert Tod (KTM).
OPEN EX: 1. Jeff Darland (Hon); 2. Gwin Vaughn (Hus); 3. Garth Sweetland (Hus).
SR EX: 1. Jamie Dryden (Hus); 2. Jerry Johnston (Hon); 3. Stan Foster (Hus).
200 AM: 1. Jeff Rogers (Yam); 2. Rob Henderson (Hon); 3. Syd Nichols (Kaw).
250 AM: 1. Mike Ilardo (Hon); 2. Dave Kocchi (KTM); 3. James Stott (KTM).
OPEN AM: 1. Marvin Kay (Hon); 2. Brian Davis (KTM); 3. Roger Huffman (Hon).
SR AM: 1. Phil Teisl (KTM); 2. Tony Pierce (KTM); 3. Bryon Farnsworth (KTM).
200 NOV: 1. Robert Kinnaman (KTM); 2. Brian Bruning (KTM); 3. Aldon Nichols (Hon).
250 NOV: 1. Jim Nichols (Hon); 2. Jeff Kallstrom (Yam); 3. Blain Davis (Hon).
OPEN NOV: 1. Joshua Giles (Hon); 2. Chris Coleman (Hus); 3. Allen Davis (Hon).
30+ SR VET: 1. Robert Chadwick (Hon); 2. Steve Weinstein (Hus); 3. Chuck Neidhardt (KTM).
38+ SR VET: 1. Steve Dutton (KTM); 2. Bart Kellogg (KTM); 3. Tom Gorman (KTM).
SR SPTSMN: 1. Mark Didway (Hon); 2. Jay Stewart (Hus); 3. Bob Barnfield (Hon).
200 BEG: 1. Destry Abbott (KTM); 2. Chris Koffarth (Kaw); 3. Thomas Manion (KTM).
250 BEG: 1. John Aldridge (Hon); 2. Larry Gradentine (Hon); 3. Adam Cordon (Hon).
OPEN BEG: 1. Gary Jorgensen (Hon); 2. Eric Loftsgard (Hon); 3. David Johnson (Hon).
OTHG: 1. Joe Prosser (KTM); 2. Louis Lecrone (KTM); 3. Lee Balicki (KTM).
DINO: 1. David McElyea (Hus); 2. Ron Ampey (Hon); 3. Jack Controleon (Kaw).
DIN-VINTAGE: 1. Vince Thomas (Hus); 2. Mike Furr (Hus); 3. Mike Wadding (Yam).
LADIES: 1. Angie Klaja (Hon); 2. Sheryl Prosser (KTM); 3. Patryka Tachick (Yam).
MINI AM: 1. Denis Hildebrand (KTM); 2. K.C. Kirk (Hon); 3. Byron May (Hon).
MINI NOV: 1. Cody Romo (Hon); 2. Jim Robbins (Yam); 3. Jason Belisle (KTM).
MINI BEG: 1. Dan Schmerfeld (Yam); 2. Chad Crowder (Hon); 3. Josh Kellogg (KawO.
MINI 60: 1. Clay Romo (Kaw).
SIDEHACK EX: 1. Gwen Ridyard/John Acamprell IV (Hon).

Cosmo hosts Open House

By Rich Brooks

HARTBORO, PA, DEC. 6

An enthusiastic crowd of over 200 people converged on Hatboro, for the inaugural Cosmo Open House. In attendance were trials riders and dealers, on hand for the East Coast introduction of the new Beta TR34. Also on hand was Ryan Young, second place finisher in the 1986 NATC Trials Championship. Young put on a dazzling display of trials wizardry for the appreciative crowd, riding his new Beta over an assortment of cars, cable spools, skids, and other man made trials hazards.

Cosmo was blessed with super weather (for December) and a large, congenial, and enthusiastic crowd.

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NATC Trials Championship runner-up in 1986, Ryan Young was on hand at Cosmopolitan Motor's Open House to demonstrate his new Beta TR34.

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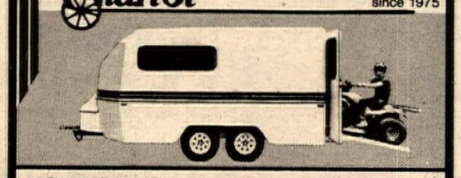

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New Beta and Montesa trials motorcycles and Monty trials bicycles were available for test rides throughout the day, along with refreshments and a display of all the latest trials gear and accessories.

A spontaneous demonstration of trials bicycle riding was also given by Young and his protege, young Marc Broks. The two took turns riding their bicycles up and over the sacrificial Dodge, showing the crowd a wild array of hops, jumps, and scary descents off of the car. At one point they both rode on the car simultaneously, while New England Trials Champion Ron Commo jumped a motorcycle over the roof.

Steffy sails at Woodland MX

By Derryl Anderson

WOODLAND, WA, NOV. 29

Lynwood Yamaha's Scott Steffy went 1-2 to claim the big win in the 125cc Pro class of the motocross held today at Woodland. It was a beautiful spring-like day in the northwest as Gary Chase held off Rob Johnson and Rex Seil in the Open C class.

Steffy controlled moto one right from the start as he led David Bailey, Gary Beyer, Mike Bell, Todd Turnbull and the others. Steffy went out to a 30-yard lead right away and looked almost flawless except for lap five when he got out of shape on the double doubles. To the delight of the huge crowd almost all of the pros were double jumping the double doubles. Bell worked his way up to third while Beyer dropped back a couple spots. Coming through the doubles Bell got out of shape and lost it in the second set. It took Bell a half a minute to get his breath and restart in fifth. At the checkered flag it was Steffy, Bailey, Darrel Martens, Turnbull and Birkestal.

In the final moto Bell got the holeshot followed by Steffy, Turnbull, Birkestal, Martens and Beyer. On lap three Steffy got by Bell for good. Nothing changed until lap seven when Bailey passed Turnbull. At the checkered flag the order went Steffy, Bell, Birkestal, Turnbull, Martens and Beyer.

In the first moto of the Open C class Rex Seil got the early lead followed by Gary Chase, Kort Rowinski, David Williams, Rusty Crist and the others. On lap two Rob Johnson moved up three spots to take over fourth. Chase was all over Seil and on lap four he flew by in the whoops. With a lap to go Johnson moved into second. At the checkered flag it was Chase, Johnson, Seil, Rowinski, Kevin Bolton and the rest of the big bores.

In the main event Seil took a short-lived lead ahead of Johnson, Chase, Rowinski and the rest. Johnson took over the lead on lap two and Bret Kallberg moved up a notch. Chase passed Seil on the next lap and went gunning for Johnson and with just one lap to go Chase took the inside line past Johnson. Meanwhile Williams had repassed Kallberg. At the finish the order went Chase, Johnson, Seil, Rowinski and Williams.

Open Experts Bob Russell and Robert Hanrahan, Open Amateur Marvin Kay, Open Experts Paul Bennett and Glenn Dawson filled out the top 10, with Dawson finishing 15:18 after Darland.

Scott Kindler earned the 200cc Expert win at 2:51:34 on the Dirt Unlimited/Circle Industries Honda CR125. Mike Ilardo (Hon) and Dave Kocchi had a good battle going for the 250cc Amateur win but Ilardo pulled out front to finish with a 1:38 advantage.

Winning their classes by a large margin were 200cc Amateur Jeff Rogers, Senior Amateur Phil Teisl, 30+ Senior Vet Robert Chadwick, Senior Sportsman Mark Didway and Over The Hill Gang member Joe Prosser.

All three Novice classes featured tight racing and numerous lead changes with Josh Giles' Action Racing Honda taking the Open win, Jim Nichols earning the 250s trophy and Robert Kinnaman pulling out a big 16 minute advantage for the 200cc win on his Trick Designs/Dirt Unlimited-sponsored KTM.

Gary Jorgensen grabbed the Open Beginner victory by a narrow margin over Eric Loftsgard. John Aldridge ran away with the 250s and Destry Abbott earned the 200cc trophy.

Dinosaur, Ladies, and Mini classes ran shorter distances, some finishing at checkpoints, some cutting out various sections. Vince Thomas was first bike in at Puerto Penasco for the Vintage win, Angie Klaja took the Ladies class and David McElyear managed to finish first in the Classic class.

Mini racers finished at check number two. Denis Hildebrand was Mini Amateur winner on the Dad/Dirt Unlimited KTM 80, Cody Romo took the Mini Novices on a Honda 60 and Dan Schmerfeld won his first race on a Yamaha 80.

Results

WEE PEE WEE: 1. Robert Holtgrew (Yam); 2. Benji Radack (Yam).
PEE WEE JR: . Kory Rasmussen (Kaw); 2. Todd Kibble (Kaw).
PEE WEE SR: 1. Destry Scott (Kaw); 2. Eric Burkinshaw (Kaw).
MINI JR: 1. Rian Gant (Suz); 2. Robert Bross (Yam); 3. Dusty Kirk (Yam).
MINI INT: 1. Ryan Huffman (Yam); 2. Adam West (Yam); 3. Tara Harrison (Kaw).
MINI 105: 1. Ryan Huffman (Yam); 2. Tara Harrison (Kaw); 3. Joel Howard (Hon).
125 B: 1. Darren Rogers (Hon); 2. Tony Graves (Hon); 3. Rick Jackson (Hon).
125 C: 1. Mike Hobeck (Kaw); 2. Adam West (Yam); 3. Kenny Hart (Kaw).
250 B: 1. Tony Graves (Hon); 2. Mike Williams (Hon); 3. Kurt Stevens (Hon).
250 C: 1. Ron Hopla (Yam); 2. Ben Wageman (Hon); 3. Don Thompson (Hon).
OPEN B: 1. Scott Williams (Yam); 2. Steve Sheperd (Hon); 3. Wayne Nyblom (Hon).
OPEN C: 1. Gary Chase (Hon); 2. Rob Johnson (Hus); 3. Rex Seil (Kaw).
UTH: 1. Gary Hollinger (Hon); 2. Ted DeVol (Hon); 3. Joe Casey (Kaw).
OT EX: 1. Gary Chase (Hon); 2. Gary Bonds (Hus); 3. Roger Knight (Yam).
OT AM: 1. Larry Kopp (Hon); 2. Jim Newman (M-S).
OT NOV: 1. Ed Parsons (Yam); 2. Gene Chittim (Yam); 3. Charlie Burchinal (Hon).
OTH A: 1. Ron Kent (Hon).
OTH B: 1. Tony DeVino (Hon); 2. Milt Harden (Suz); 3. Rex Seil (Kaw).
OTH C: 1. Wayne Kent (Yam); 2. Rusty Crist (KTM); 3. Gary Eaves (Hon).
125 PRO: 1. Scott Steffy (Yam); 2. Mike Bell (Hon); 3. Bryan Birkestal (Hon).
250 PRO: 1. David Bailey (Hon); 2. Todd Turnbull (Hon); 3. Don Bisceglia (Yam).
OPEN PRO: 1. David Rhodes (Hus); 2. Pat Jordan (Hon).

B-to-V Dual Sport Run successful

By Warren Wheaton

LAS VEGAS, NV, NOV. 29

Participants in the 1986 Barstow-to-Vegas Dual Sport Run were treated to a new, challenging course for this year's event run in conjuction with the Barstow-to-Vegas desert race. The event was run by AMA District 37 and organized by Jim Pilon and company.

Participants in the Dual Sport run began gathering for the event on Friday, the 28th at Barnes Honda/Yamaha in Barstow to swap stories and pick up a few clues as to what this year's course would have in store for them. A wide variety of riders and machinery were entered in the run; everything from 1955 Triumphs, new Honda XL600 s and even a pair of 79cc Honda Elite Scooters sponsored by Honda R&D.

On Saturday morning riders enjoyed hot coffee at Barnes Honda/Yamaha and then "zeroed out" at the white mailbox on the edge of town and started their adventures.

The first checkpoint was a gas stop in Ludlow where the gas station was deluged with a rash of 50¢ gas sales and riders buying candy bars. After this short stop to gas up, eat a snack or clean goggles the riders were back on the course.

The route from Ludlow to the next checkpoint/gas stop at Searchlight was one of the most challenging areas of the run for the Dual Sport riders. There were time trials, navigational tight spots, "monster" wash outs, more sand and several wide open straightaways. The "Great Adventure" from Ludlow to Searchlight was well orchestrated and gave riders a variety of terrain to enjoy.

The final gas stop at Searchlight put the riders within 20 miles of their final destinaton, as they blasted off towards the mountains and Las Vegas in the distance. Upon reaching Las Vegas the tired riders got an extra boost of adrenalin to keep on going as they blended with traffic on Tropicana Blvd.

Last stop on the route was the Hacienda as dusty bikes and riders mixed in with stretch limos and well-dressed patrons under the lights of the casino. There were plenty of giveaways at the awards ceremony hosted by Dirt Rider Magazine's Ed Hertfelder and event sponsor Coors provided some refreshements for dry throats.

Bean blasts Burr Oak HS

By Shorty

PLYMOUTH, IN, DEC. 7

Bob Bean aboard his Action Cycle/Scott/Hi-Point-sponsored Husky used his mud experience to blow away all the other riders in the season's final Hare Scrambles at Burr Oak.

Bean and Aaron Hough battled for over three laps for the lead and were never more than a bike length apart and it looked like it would go down to the wire to see who would get the overall, but on the fourth lap Hough crashed several times, allowing Bean enough room to pull out a comfortable lead.

Jeff Fredette had his new KDX200 up near the front for a few laps, but started slowing down later in the race. Coming through the spectator area it became obvious what had caused Fredette's slower pace, his KDX had a leaking rear tire and soon was completely flat. Despite the flat tire Fredette still managed to continue on at a somewhat slower pace and managed to finish second behind a hard-charging Pat Flynn.

Bean was pulling an even bigger lead despite stopping for a goggle change and to clean some fogging glasses. Hough had some problems in a couple of mud-holes, sucking some water into his Honda and was not able to finish the last lap. This allowed Gary Hazel to take over the lead in the 250cc class ahead of Eric Muffley.

In the 125cc A class it was Tim Carmein in the lead all the way on his ancient Yamaha. Chasing Carmein all the way was Curtis Aarop on his Cagiva.

Results

MINI: 1. Jim Hunt (Yam); 2. Brian Howell (Yam); 3. Jamie Campbell (Kaw).
125 A: 1. Timothy Carmien (Yam); 2. Curtis Arpp (Cag); 3. Galen Campbell (Kaw).
125 B: 1. Joe Subart (Yam); 2. Doug Lavallee (Hon); 3. Garon Cooper (Yam).
200 A: 1. Pat Flynn (Yam); 3. Jeff Fredette (Kaw); 3. Richard Walsworth (Kaw).
200 B: 1. Paul Huggins (Yam); 2. Curtis Thomas (Kaw); 3. Skipper Rusch (Yam).
250 A: 1. Gary Hazel (Hon); 2. Eric Muffley (Hon); 3. Orville Kline (Suz).
250 B: 1. Joe Birky (Yam); 2. Rodney Stout (M-S); 3. Mike Case (Hon).
OPEN A: 1. Bob Bean (Hus).
OPEN B: 1. Steve Swatscheno (Yam); 2. Kenneth Piekarski (Hus); 3. Kelly Dempsey (Hus).
SR: 1. Donald Hough (Hon); 2. Randy Newcomb (Hon); 3. Don Hunt (Yam).
SUP SR: 1. Lawrence Hayes (C-A); 2. James Flores; 3. Bob Dorris (Kaw).

Steiner shines at Woodland Park's Scrambles

By Derryl Anderson

WOODLAND, WA, DEC. 7

Kawasaki motocrosser Bob Steiner came to the scrambles for the first time and went away with an overall win in the 125cc class today at Woodland Motocross Park. Action was close as Troy Hutson and George Holum both pushed Steiner everywhere. Rick Mscichowski battled with Rod and Terry Stradley to etch out another win in the Four-Stroke Open class.

In the first go around of the 125cc class Hutson got the holeshot followed by Steiner, Holum and Doug Wood. On lap two Steiner blew by Hutson down the backstretch and along with Holum they continued to run ultra close until lap four when Holum high-sided. At the checkered flag the order went Steiner, Hutson, Wood and the restarted Holum.

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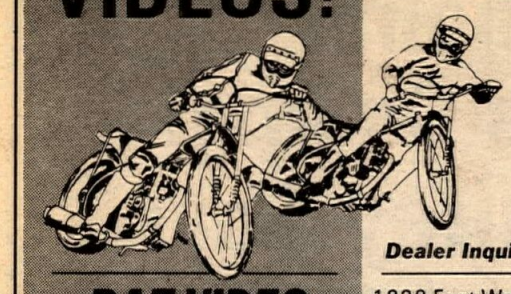
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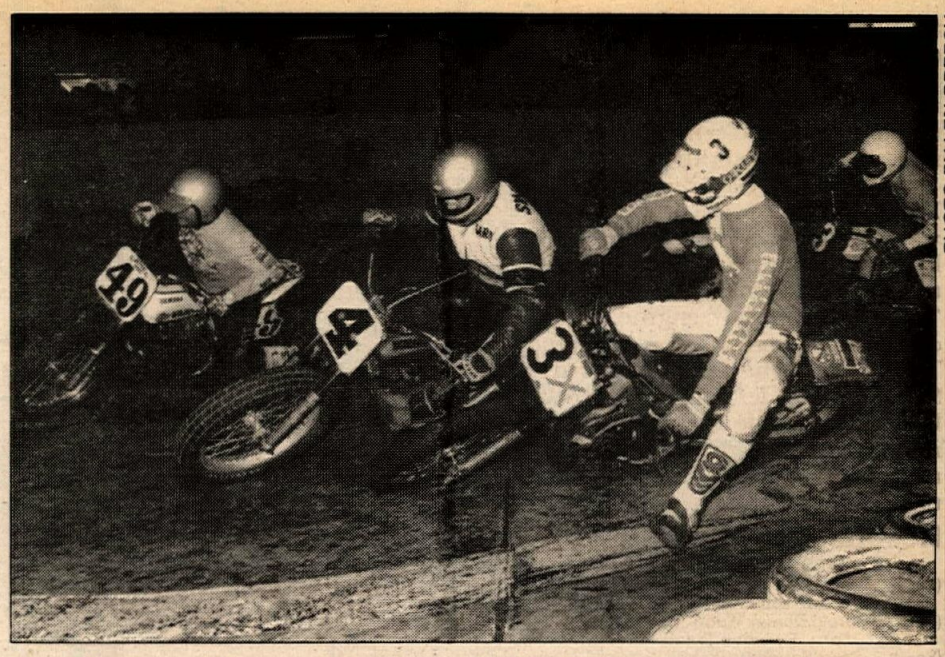


Larry Sweeten (4) scored the victory in the 250cc class at the final round of indoor short track racing held at the Timonium Fairgrounds in Maryland.

Steiner took control in the main event right from the start. Behind him off of the line was Holum, Wood and Hutson, who slid under Wood on the initial lap. By lap three Steiner was cruising with an eight-yard lead over Holum, who had Hutson all over him. At the checkers it was Steiner by 20 yards, Holum with Hutson still super close and then Wood.

In the Four-Stroke Open class Mscichowski got the holeshot ahead of Terry Stradley, Rod Stradley and Jerry Hicks. Mscichowski built up a 15-yard lead as Rod passed brother Terry for second. On lap three Hicks made a move on Terry and took over third. With a lap to go Rod almost lost it with Hicks just missing him. At the finish Mscichowski enjoyed a 25-yard lead over Rod and Hicks, who were 15 yards ahead of Terry.

In the main event Rod grabbed the holeshot followed by Mscichowski, Hicks and Terry. On lap one Hicks flew by Mscichowski going over the jump, but Mscichowski repaid the favor coming through the dogleg. On lap two Rod gassed it too hard coming out of turn four and crashed. Mscichowski and Hicks, who were very close went around the fallen rider, but Hicks caught his bike and also bobbled momentarily. Terry Stradley went by the mess before either rider could get restarted. Mscichowski inherited the lead with Terry back 20 yards and brother Rod restarted in third. At the checkered flag the order remained the same.

Results

WEE PEE WEE: 1. Robert Holtgrew; 2. Joshua Currey; 3. Ryan Knipe.
PEE WEE: 1. Mike Fetty.
MINI: 1. Ryan Anderson.
125: 1. Bob Steiner.
250: 1. Chris Clark; 2. Dean Autrey.
2-STRK OPEN: 1. Bob Steiner.
4-STRK OPEN: 1. Rick Mscichowski; 2. Rod Stradley; 3. Jerry Hicks.

Hollister, Farris win at Timonium ST Finale

By Len Breech

TIMONIUM, MD, DEC. 6

Jim Hollister and Rodney Farris had already clinched their class title by the completion of the semis, in the 360 and 250cc Pro classes, respectively, as the Baltimore County Trail Riders and the Cockeysville Optimist Club brought down the curtain on their 11th Annual Indoor Short Track Series. Hollister and Farris also repeated as class champs, with Farris claiming his fifth straight Pro title. Joe Bromley also took his second straight 125cc class crown in a race where promoter Mike Bell told some of the riders, "You ran ugly." Mike Sponseller also took his fourth win in the 80cc class on his way to taking the class title.

Hollister and Sponseller had their titles wrapped up after the semis, and Farris actually had his wrapped up after sign-up since only eight riders entered the Pro class and his closest competitor, Tom Majeski had moved to Florida. But the battle in the 125 and 250cc classes was far from over. The fireworks really happened in the semis in both classes. The 125s had the top three point getters in the same semi, with only Bromley and Todd Stith having a shot at the overall. Bromley emerged from that race in first with Stith having to work for third.

If the 125cc semi wasn't a nail-biter, the opening 250cc semi was with the top four points getters involved. Lew Woods was in control, having to only finish fourth to clinch the title. Woods crashed on the opening lap and tried to get back in, only to crash a few more times and finish last, giving Steve Sauders a shot. Saunders had to finish first or second to take the title third to tie, but Woods had two wins so he would get the title.

Bell's reference to an "ugly race" in the 125cc final was true since no one wanted to be in the lead. The pole sitter crashed on successive starts, then Jay Boarman took the lead from Harold Dorsey, Dave Duahine and Bruce Triplett when they finally got underway. Duhaine moved into second about the fifth lap and took the lead when Boarman fell a few laps later. A few laps later, Dahaine bobbled slightly, letting the "old-man" of the class, Bruce Triplett into the lead. By the late stages, Bromley had moved to a close fifth spot behind Triplett, Duhaine, Dorsey and Stith as the top five ran very close. On the final lap, both Stith and Bromley went down in the second turn, with Bromley getting underway first and taking the class title.

The other nail-biter was the 250cc final. Larry Sweeten got a break as the rest of the class got tangled up with a downed rider as they were leaving the fourth turn, giving him a nice cushion which he held to the finish. Adam Weiss led Mike Erving, Saunders and Richard Foard as the others sorted themselves out of the melee. With three laps left, Saunders slipped under Erving for the third spot and a points tie with Woods.

Van Rittenhouse took the lead from Hollister, Joe White and Harold Brossman as the 360cc class left the

second turn. The top three stayed close throughout, until with three laps left two lapped riders bumped into Rittenhouse, giving Hollister the lead and the win. Rittenhouse recovered to finish third.

Even though he clinched the title, Farris gave the people their money's worth, as he locked up the engine on his Bultaco late in his heat. Luckily, tuner Mike Wheeler had built another "Parts Bin Special" engine, that the crew installed before the semi. Randy Texter took the lead from Farris, Steve Burkholder and David Reeves, but he crashed the following lap, giving Farris the lead, which is almost the same as giving him the win on this track.

Results

80: 1. Mike Sponseller (Hon); 2. Kevin Varnes (Yam); 3. Paul Southard (Yam).
125: 1. Bruce Triplett (Kaw); 2. Dave Duhaine (Suz); 3. Harold Dorsey (Yam).
250: 1. Larry Sweeten (Yam); 2. Adam Wiess (Yam); 3. Scott Saunders (Yam).
360: 1. Jim Hollister (Bul); 2. Joe White (H-D); 3. Van Rittenhouse (Bul).
250 PRO: 1. Rodney Farris (Bul); 2. Steve Burkholder (Hon); 3. Paul Crumling (Hon).
FINAL POINT STANDINGS
80: 1. Mike Sponseller (137.5); 2. Paul Southard (108.5); 3. Jill Lautenbacher (94.5).
125: 1. Joe Bromley (122); 2. Todd Stith (119.5); 3. Georgie Price (74.5).
250: 1. Lew Woods (97); 2. Scott Saunders (97); 3. Adam Wiess (86).
360: 1. Jim Hollister (137.5); 2. Charlie Majeski (88.5); 3. Joe White (82.5).
250 PRO: 1. Rodney Farris (137); 2. Steve Burkholder (103.5); 3. Todd Kendig (103).

Farley phenomenal in Idaho ST

By Mike Thuleen

KUNA, ID, NOV. 29

Competition Products/Ironhorse M/C Works/Torco USA/K&N supported Kit Farley took command of the Open Experts on his Woods-Rotax from the green light on to capture the final race of the Owyhee M/C Fall Short Track Series.

Salt Lake City, Utah's Farley exploded from the start, quickly pulling away from the large Open Expert pack. West Point, Utah's Dean James rode hard in second, with Miller Products/Carl's Cycles/K&N assisted Rodney Reynolds fighting to get past. Al Russell-backed Ricky Henson held onto fourth until Triumph mounted Ron Stevens and Dan Atkinson moved past. Reynolds later put a wheel inside of James and wrested second from him. However, it was too late as Farley's exceptional riding had put him out of reach of Reynolds. Farley took first ahead of Reynolds, James, Stevens and Atkinson.

Northern Idaho's Mitch McGinnis narrowly defeated Rodney Reynolds in the 250cc Expert class. Shoshone Honda-Yamaha/Western Truck Brokers/Westfall Racing's McGinnis launched into the lead with Reynolds breathing down his neck. Jeff Russell, Henson, and Mike Hon filled in behind. Reynolds searched in vain for a way around McGinnis, while Hon forced his way underneath Henson, then sliced past Russell into third. McGinnis took the win by a wheel over Reynolds. Hon held onto third, then Henson, and Russell.

Carl's Cycles' Toby Ashley won the tremendously exciting Superbiker's race, sweeping every round of the Fall Series for the title. Roger Slack raced hard to catch Ashley, but found the Ashley's Aero's horsepower overwhelming. Lyngar Racing USA's Red Robinson piloted the Yamaha-Honda 100 to fourth, Roger Reid took fifth.

One of Oregon's hottest MXer's, Grayson Hart, supported by DMC/Sinisalo/American Tire & Wheel, put his KX125 out in front at the green light in the Knobby-tire class. Local pro, Honda-of-Caldwell's Darren Spiers, on a CR250, was challenging Hart initially, but Hart finessed his way to a commanding lead for the win.

Carl's Jay W. Frasier defeated Roger Slack, David Forsberg, and Tom Shivers en route to the Open Intermediate win, in a close race which saw 250cc Intermediate Shaun Woods work his way up to second, behind Frasier, for his class win.

Willie Stone stormed to the 125cc B class win, while also placing a close second in the 250cc B class, to Tony Murkle. The Open B class witnessed Gary Yearsley power his big-bore Yamaha to the win over Steve Higgins and Patrick Massie.

Results

OPEN EX: 1. Kit Farley (W/R); 2. Rod Reynolds (Hon); 3. Dean James (W/R).
250 EX: 1. Mitch McGinnis (Hon); 2. Rod Reynolds (Kaw); 3. Mike Hon (Yam).
125 EX: 1. Rod Reynolds (Hon); 2. Pete Keller (Hon).
OPEN INT: 1. Jay W. Frasier (Hon); 2. Roger Slack (Yam); 3. David Forsberg (Yam).
250 INT: 1. Shaun Woods (Kaw).
OPEN B: 1. Gary Yearsley (Yam); 2. Steve Higgins (Hus); 3. Patrick Massie (Hus).
250 B: 1. Tony Murkle (Yam); 2. Willie Stone (Kaw); 3. Kate Hoyt (Hon).
125 B: 1. Willie Stone (Hon); 2. Scott McPherson (Hon); 3. Denise Alter (Suz).
125 W: 1. Kate Hoyt (Hon); 2. Denise Alter (Hon).
MINI EX: 1. Richie Reynolds (Suz); 2. Scott McPherson (Hon).
MINI B: 1. Kip Smith (Hon); 2. Danny Fuhrmann (Hon); 3. Casey Anderson (Suz).
MICRO EX: 1. Greg Yearsley (Kaw); 2. Jason Rich (Kaw).
MICRO B: 1. Casey Anderson (Kaw); 2. Aaron Smith (Kaw); 3. Butch Kingston (Kaw).
PEE WEE: 1. Danny Smith (Hon); 2. Scott Ryals (Suz); 3. Heather Yearsley (Suz).
SUPBK: 1. Toby Ashley (Hon); 2. Roger Slack (Hon); 3. Ricky Henson (Hon).
KNOBBY: 1. Grayson Hart (Kaw); 2. Darren Spiers (Hon).

Bell blasts DeAnza SMX motocross

By Terry Whytal

SUNNYMEAD, CA, NOV. 11

Former National Champion Mike Bell rode a magazine test bike to the 250cc Pro victory at this week's SMX DeAnza event.

Bell piloted the new Kawasaki quarter-liter to a runaway win in both motos despite a terrific effort by runner-up John Posca riding a Yamaha. Posca kept "Too Tall" Bell in his sights throughout the early running, but faded from the pace in the final laps and settled for second ahead of Honda-mounted Loren Pochirowski.

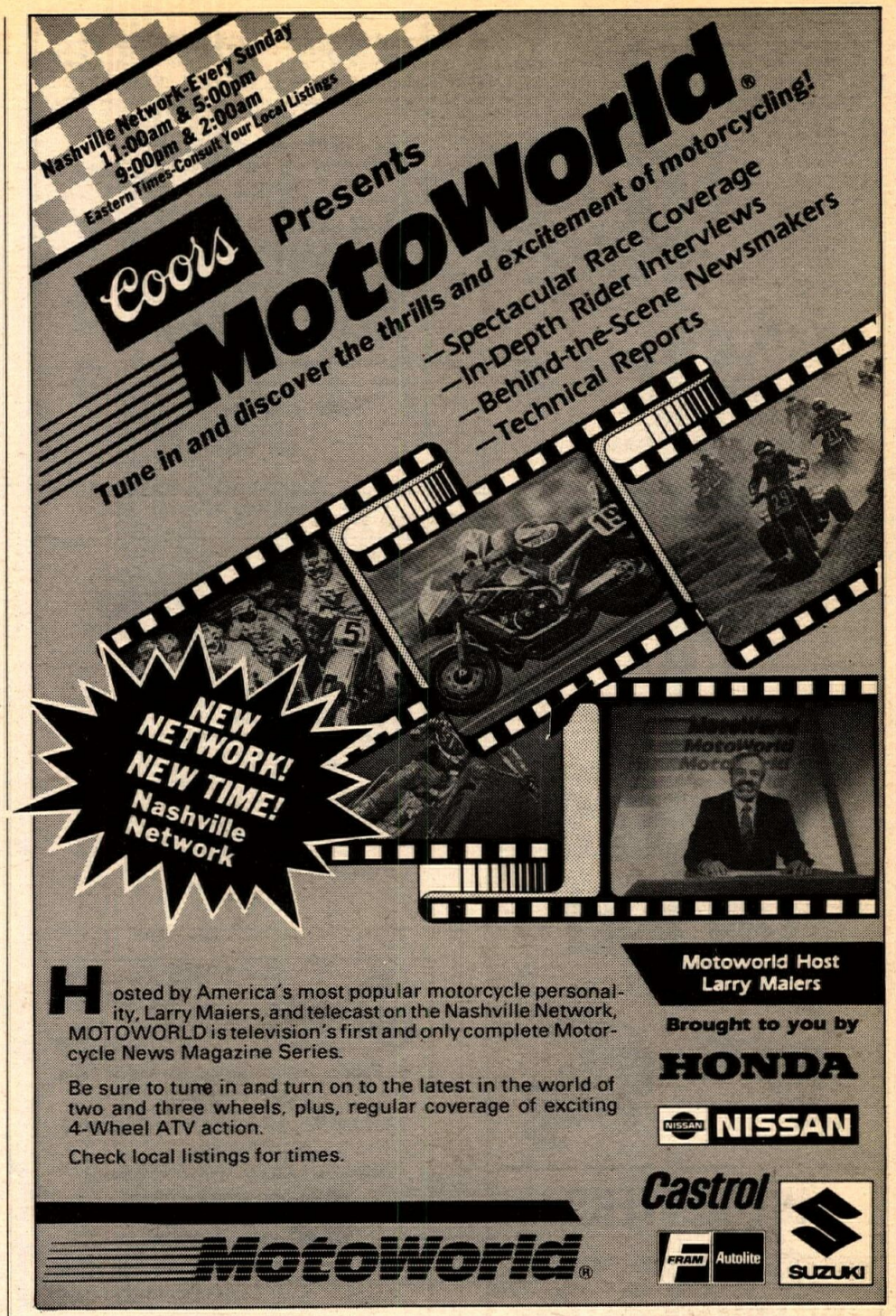
In 125cc Pro action Brian Manley traded moto wins with Jeff Mataisevich to earn the overall on the second moto tie-breaker. Yamaha-mounted Manley and Kawasaki pilot Matiasevich provided the spectators with some very intense dueling that left the final outcome in doubt until the final lap of the second moto. Kawasaki rider Jimmy Palmer placed third.

Guy Deckert swept both 250cc Intermediate races to claim the overall for the day as Ulf Johansson powered his Honda to the number two slot behind Suzuki-mounted Deckert. Chasing Johansson to the checkers was Yamaha rider Todd Johnson.

Vet Intermediate action featured a win by the elder Johansson, Bengt, Ulf's father, who roosted his 500cc Honda to the front of the pack in each moto and held off a charging Allan Egbert also mounted on a Honda. Ron Way made the race a sweep for Big Red as he placed his Honda third.

Results

250 PRO: 1. Mike Bell (Kaw); 2. John Posca (Yam); 3. Loren Pochirowski (Hon).
125 PRO: 1. Brian Manley (Yam); 2. Jeff Matiasevich (Kaw); 3. Jimmy Palmer (Kaw).
OPEN INT: 1. Ken Erb (Hon); 2. Kevin Barda (Hon).
250 INT: 1. Guy Deckert (Suz); 2. Ulf Johansson (Hon); 3. Todd Johnson (Yam).
125 INT: 1. Tony Peirano (Kaw); 2. Pat Purnell (Kaw).
VET EX: 1. Jon Miller (Hon); 2. Tom White (Hon); 3. Charles Wertz (Hon).
VET INT: 1. Bengt Johansson (Hon); 2. Allan Egbert (Hon); 3. Ron Way (Hon).
VET NOV: 1. Tim Beshara (Hon); 2. Norman Scheil (Yam).
250 NOV: 1. Charlie Gilmore (Yam); 2. Wolfie



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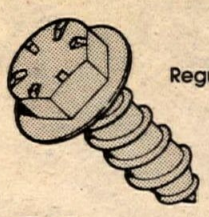

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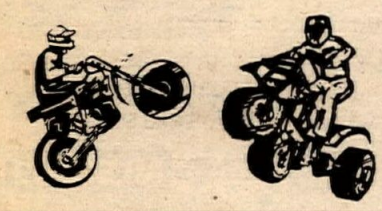

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520 McGlincy, Campbell, CA 95008

Krogman (Hon); 3. David Marmion (Hon).
125 NOV: 1. Max Spratt (Hon); 2. Mastt Polosky (Kaw); 3. Matt Foster (Yam).
OPEN BEG: 1. Damon Mann (Hon); 2. Gary Covington (Yam); 3. Paul Baligrad (Yam).
250 BEG: 1. Aaron Van Dyck (Yam); 2. Todd Krost (Kaw); 3. Doug Newhouse (Kaw).
125 BEG: 1. Jason Spees (Hon); 2. Bruce Kamis (Yam); 3. Matt Wicketts (Suz).
80 INT: 1. Scott Takacs (Suz); 2. Mike Coe (Suz).
80 NOV: 1. Kevin Shafer (Yam); 2. Ty Baber (Suz); 3. Kirk Conduracho (Yam).
80 BEG: 1. Ace January (Kaw); 2. David Russi (Kaw); 3. Trevor Barker (Kaw).

Lees top turkeys at Idaho MX

By Mike Thuleen

BOISE, ID, NOV. 23

While Hi-Point/Omega Racing/Cycle Salvage supported Dan Lees swept the Vet Pros, his wife Melva stormed to Women's class win at the Owyhee M/C's Annual Thanksgiving Motocross. This event marked Dan's first appearance in the highly contested Vets class since he turned 30 earlier this month. Hi-Point's Bob Krah has been the Idaho's premier Vet Pro for the past two years, and is currently the Idaho State champ in the Vets class.

Krah pulled the holeshot in the first moto ahead of Myron Davis, Jeff Murray, Dan, Joe Cook and Doug Nelson. A somewhat excited Dan ran off the track, leaving him in dead last. However, Dan regained his concentration and dashed up to third by the end of the first lap, heavily pressuring Davis for second. Krah stretched his lead while Dan and Davis battled for second. Finally, Dan made the pass and charged up to rub knobbies with Krah. In the closing laps, Dan thrashed his way past Bob and opened ground lead by smoothly executing the doubles, giving Dan the win over Bob, Murray, Cook, Davis and Nelson.

The second moto again saw a perfect Krah holeshot, with Dan coming from last place to take an impressive win and the overall victory. Krah held on to second, ahead of Murray, Nelson, Cook and Davis.

The Idaho State Women's champ, Melva Lees, took both of the Women's motos. And, like Dan, came from dead last in the second moto to clinch the win over Hi-Point-sponsored Bonnie Smith and Linda Yearsley. Smith and Yearsley battled back and forth throughout the motos, with Kawasaki-mounted Yearsley and Yamaha-mounted Smith trading places each moto.

The 250cc and Open Pros raced together with staggered starts. Mark Hall hammered his CR250 out front ahead of Honda of Caldwell's Darren Spiers and Huskey A-E Suzuki's Joel Huskey, hanging tightly in third. Hi-Point/Smith/L&M-backed Larry Jackson flashed to the front of the Open Pros, with Tommy Fitzgerald and Loren Shockey fighting a tenacious war for second. Within two laps, Jackson slashed through the 250s to challenge Hall. For several laps the two riders dueled, until Jackson snaked under Hall to take the lead. Thereafter, they cruised on for their class wins. The second 250cc and Open Pro motos were essentially the same, seeing, Hall, Spiers, and Huskey taking the top spots in the 250s; and Jackson Fitzgerald, and Shockey one-two-three in the Open Pros.

Suzuki rider Huskey and Honda-mounted Mike Harris tangled in the 125cc Pros. Harris stormed to the first moto win, followed closely behind by Huskey. The second moto was all Huskey's as Harris experienced mechanicals. Jerry Thompson took both 125cc Intermediate motos over Scott Kaskel and Bub Jones. Some of the heaviest action of the day was in the 125cc B class. While Curtis Hedges and Doug Williams claimed moto victories, Paul Forbord turned in a consistent 2-2 score to capture the win.

Dunlop/Omega Racing-sponsored Greg Yearsley swept both the Micro and Mini Beginner classes. The Micros saw Casey Anderson and Aaron Smith battle both motos for second. When the smoke cleared after the second moto, Aaron's 3-2 gave him the placing over Casey's 2-3.

Results

OPEN PRO: 1. Larry Jackson (Kaw); 2. Tommy Fitgerald (Yam); 3. Loren Shockey (Yam).
250 PRO: 1. Mark Hall (Hon); 2. Darren Spiers (Hon); 3. Joel Huskey (Suz).
125 PRO: 1. Joel Huskey (Suz); 2. Mike Harris (Hon).
VET PRO: 1. Dan Lees (Yam); 2. Bob Krah (Kaw); 3. Jeff Murray (Hon).
OPEN INT: 1. Frank McCutchen (Hon); 2. Tim Bossart (Hus); 3. Troy Lankford (Kaw).
250 INT: 1. Sean Woods (Kaw); 2. Bo McCutchen (Hon); 3. Mel Prather (Kaw).
125 INT: 1. Jerry Thompson (Hon); 2. Scott Kaskel (Hon); 3. Bub Jones (Hon).
OPEN B: 1. Robert Smith (Hus); 2. Walter Helmick (Kaw).
250 B: 1. Tim Behrman (Kaw); 2. Rodney Schey (Kaw); 3. Jay Easterday (Yam).
125 B: 1. Paul Forbord (Hon); 2. Curtis Hedges (Hon); 3. Doug Williams (Kaw).
VET B: 1. Gary Yearsley (Yam); 2. Rusty Smith (Hon); 3. Jim Teegarden (Kaw).
WOMEN: 1. Melva Lees (Suz); 2. Bonnie Smith (Yam); 3. Linda Yearsley (Kaw).
MINI EX: 1. Jerry Thompson (Hon); 2. Scott Jones (Yam); 3. Joe Fastguy (Suz).
MINI INT: 1. Richie Reynolds (Kaw); 2. Jimmy Fastguy (Suz); 3. Jose Liebowitz (Yam).
MINI B: 1. Greg Yearsley (Kaw); 2. Kip Smith (Hon); 3. James Hendrickson (Kaw).
MICRO: 1. Greg Yearsley (Kaw); 2. Aaron Smith (Hon); 3. Casey Anderson (Kaw).

Brundage bombs Glen Helen MX

By Terry Whytal

SAN BERNARDINO, CA, NOV. 23

Kawasaki pilot Frankie Brundage danced his way to an impressive 250cc Pro victory at today's SMX Glen Helen race. Brundage reached the checkers first in each moto as he dominated the action.

Chasing Brundage to the flag was Suzuki rider Luther French who overcame some pre-race mechanical problems to post a 2-3 score and go home with the second-place share of the purse. Yamaha riders John Posca and Kenny Maddux battled for third with the nod going to Posca.

The 125cc Intermediate race went to a fleet Eric Browne aboard a Kawasaki. Browne moved to the lead early in each race while Honda rider Levi Noble held off all challengers to finish in the number two slot ahead of BJ Milspaugh on a Kawasaki.

Honda rider Jon Miller totally devastated the Vet Expert class in a performance worthy of most pro riders. Miller opened a huge lead early in each round then cruised to the checkers. Yamaha rider Ken Ehlers placed second overall with Scott Freeman placing his Honda third.

Yamaha rider Kevin Shafer made short work of the 80cc Novice race topping both motos with style. Shafer's performance out front left a tight battle for the number two slot with Ty Baber placing his Suzuki into second in round two to back up his first moto third place and earn second overall ahead of Yamaha rider Kirk Condurachi and Kawasaki-mounted Ray McIntosh.

Results

OPEN PRO: 1. Tim Cauby (Yam); 2. Robert Tippit (Kaw).
250 PRO: 1. Frankie Brundage (Kaw); 2. Luther French (Suz); 3. John Posca (Yam).
125 PRO: 1. Aron Martin (Kaw); 2. Bryan Wilson (Kaw); 3. Chris Heinrich (Kaw).
250 INT: 1. Ulf Johansson (Hon); 2. Brett Duncan (Yam); 3. Gregg Blechman (Yam).
125 INT: 1. Eric Browne (Kaw); 2. Levi Noble (Hon); 3. B.J. Milspaugh (Kaw).
VET EX: 1. Jon Miller (Hon); 2. Ken Ehlers (Yam); 3. Scott Freeman (Hon).
VET INT: 1. Mike Johnson (Hon); 2. David Chunn (Yam); 3. Jim Hale (Yam).
VET NOV: 1. Kevin Yerian (Suz); 2. Chuck Enscoe (Yam).

RESULTS

Motocross
Final Point Standings
AMA Dist. 14
Grand Rapids, MI
Dec. 26
By B. Blake

65
Rich Godshall 441
Justin Blake 396
Steve Casto 352
85 7-11
Rich Godshall 440
Justin Blake 368
Justin Jarret 366
85 12-15
Brian Swink 635
Eric McLear 507
Jamie Stevenson 452
125 JR
Jeff Beckington 532
Jay Wentzel 473
Allen Horne 439
WOODS JR
Don Lynn 545
Archie Brybe 483
Ron Arnott 474
WOODS SR
Jozef Haviar 464
Barry Mayo 428
John Warren 371
125 A
John Grewe 483
Matt Crown 414
Bruce Clary 411
125 B
David Beckington 587
Allen Horne 553
Mike Schroeder 466
250 A
Matt Crown 394
David Moegle 360
Mike LaRocco 351
250 B
Scott Dubuc 567
Jerry Kanerva 504
John Cooper 386
OPEN A
Ron Flagg 334
Gary Saya 300
Jeff Stanton 298
OPEN B
Bart Newman 469
Eric Klement 409
Mike Still 404

Hare Scrambles
Cycleland, Inc.
Taylorsville, NC
Dec. 21
By Amy Jolly

OVERALL
Steve Gentry Hon
MINI
Joel McDaniels Hon
125
Charles Bridges Hon
Doug Duta Cag
101-200
Mark Robbins Kaw
David Ashley Kaw
Ron Bleaine Yam
250
Mike Greene Hon
Danny Mason KTM
Greg Deskins Yam
4-STRK
Chris Walton Hon
Tom Ashley Hon
Neal Singleton Hon
SR
Harry Greenlee Hon
Gary Patterson Hon
John Melton Hus

Motocross
Warrior MX Park
Birmingham, AL
Dec. 7
By Melanie Nobles

JR CYC
Damien Brown Kaw
Shane Berryhill Kaw
Matt Neal Kaw
SR MINI B
Kevin Billings Kaw
Dale Ulrich Kaw
Brandon Smith Yam
SR MINI C
Jeremy Hartsfield Kaw
Ricky Allen Kaw
Paul Sharp Hon
125 B
Cary Morris Hon
Nicky Pinegar Kaw
Sean Weaver Kaw
125 C
Phil Bunch Kaw
Rodney Phillips Hon
DeWayne Walker Hon
250 B
Kenny Marshall Hon
Guy Cucurulls Yam
Glen Myatt Kaw
OPEN B
Glen Myatt Kaw
Robert Patterson Hon
Mike Lindsey Hon
2 YR & OLDER
Joey Siragusa Yam
Brian Robertson Hon
Paul Wilson Yam
SR MEN
James Barton Kaw
Eugene Goode Hon
Ken Crews Hon
125 A
W. Simmions Cag
Brian Tucker Hon
Darryl Ahonen Kaw
OPEN A
Darryl Ahonen Kaw
Mark Holt Yam

Motocross
Warrior MX Park
Birmingham, AL
Nov. 30
By Melanie Nobles

JR CYC
Joshua Nichols Kaw
Damien Brown Kaw
Matt Neal Kaw
SR MINI B
Dale Ulrich Kaw
Chris Boyd Kaw
Jason Dunlop Kaw
SR MINI C
Jeremy Hartsfield Kaw
Ricky Allen Kaw
Cliff Blair Kaw
125 B
Kevin Dollar Kaw
Bill Helms Yam
Nicky Pinegar Kaw
125 C
Jimmy Stovall Hon
Rick Douglas Kaw
DeWayne Walker Kaw
250 B
Keith Foster Kaw
Joey Siragusa Yam
2 YR & OLDER
Jeff Wood Yam
Mike Higuera Hon
Jamie Beasley Kaw
SR MEN
Shorty Goode Hon
Robet Pinegar Kaw
OPEN A
Darryl Ahonen Kaw
Mark Holt Kaw

Motocross
Gary's Warrior MX
Warrior, AL
Dec: 14
By Melanie Nobles

JR CYC
Shane Berryhill Kaw
Joshua Nichols Kaw
Damien Brown Kaw
SR MINI B
Kevin Billings Kaw
Dale Ulrich Kaw
SR MINI C
Jeremy Hartsfield Kaw
Troy Frassrand Hon
Ricky Allen Kaw
125 B
Cary Morris Hon
Kevin Dollar Kaw
Bill Helms Yam
125 C
Phil Bunch Kaw
Lynn Hicks Hon
DeWayne Walker Hon
250 B
Kenny Marshall Hon
Kevin Crews Hon
DeWayne Walker Hon
2 YR & OLDER
Wayne Mitchell Hon
Mike Huguera Hon
Larry Sexton Kaw
OPEN B
Robert Patterson Hon
Tommy Hayes Hon
SR MEN
Robert Pinegar Kaw
Eugene Goode Hon
OPEN A
Darryl Ahonen Kaw
Brian Tucker Hon
Mike Taylor Hon
125 A
Brian Tucker Hon
Darryl Ahonen Kaw

Motocross
County Line Raceway
Vance, AL
Dec. 28
By Dixie Cash

60
Shane Berryhill Kaw
Matt Neal Kaw
Shane Posey Kaw
80 JR
Shane Berryhill Hon
Jusha Nichols Kaw
80 SR A
Kevin Billings Kaw
Chris Cornelyis Kaw
80 SR B
Brandon Smith Yam
Troy Frassrand Hon
Chris Boyd Kaw
125
Jerry Swindle Hon
Kevin Cozadd Hon
Carl Spiller Hon
125 2 YR & OLDER
Kevin Billings Kaw
Courtland Nichols C-A
250
Tim Hawkins Hon
Brian Tucker Hon
Micheal Gentry Kaw
OPEN
Joey Siragusa Yam
Scott Mangrum Kaw
Carey Moon Kaw
ENDURO
David Elliott Hon

Motocross
County Line Raceway
Vance, AL
Nov. 23
By Dixie Cash

80 JR
Patrick Stallings Kaw
80 SR
Vince Griffin Hon
125
Craig Ray Hon
Randy Vetrano KTM

Motocross
County Line Raceway
Vance, AL
Dec. 7
By Dixie Cash

80 JR
Jason Cerniglia Yam
80 SR A
Scott Wilson Kaw
80 SR B
Scott Stephens Kaw
Vince Griffin Hon
125
Lynn Hicks Hon
Jerry Swindle Yam
Scott Wilson Kaw

Motocross
County Line Raceway
Vance, AL
Dec. 14
By Dixie Cash

80 JR
Matt Neal Kaw
80 SR B
Scott Stephens Kaw
125
Jerry Swindle Kaw
Jim Johnson Kaw

Motocross
County Line Raceway
Vance, AL
Dec. 21
By Dixie Cash

60
Matt Neal Kaw
Scott Allums Kaw
60 2 YR & OLDER
Bobby Simpson Kaw
80 SR A
Peanut Ulrich Kaw
Chris Boyd Kaw
80 SR B
Ricky Allen Kaw
Scott Stephens Kaw
Ralph Scott Kaw
125
Brad Shirley Hon
Jim Johnson Kaw
OPEN
Joey Hargrove Kaw
ENDURO
Paul Street Hus
Jeff Gibbs Kaw

Trials
1986 Oklahoma
Observed Trials
C'ship Round 11
Sandsprings, OK
Dec. 21
By Shan Moore

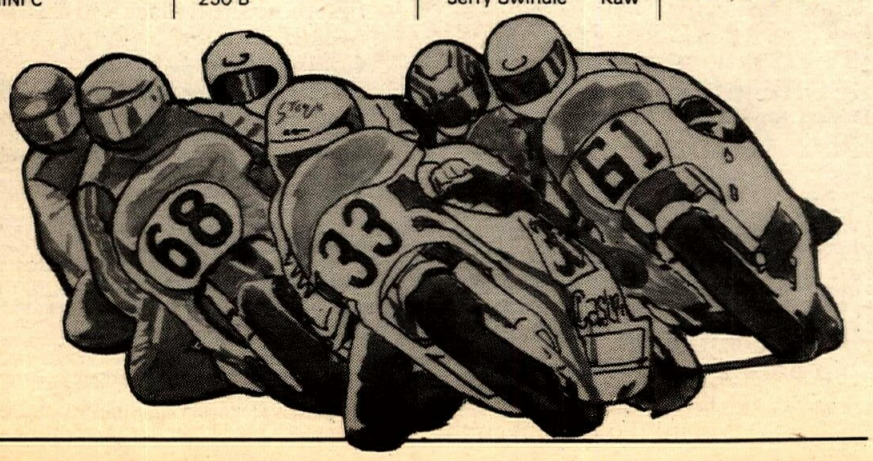
MSTR
Shan Moore 20
Jerry Carrens 22
Charles Mallow 39
EX
Steve Fujan 62
Scott Robertson 65
Danny Perry 66
AM
Tommy Moore 13
Stan Machart 26
Dreu Crane 27
NOV
John Patterson 32
Gabe Mizzell 34
John Mizzell 59
ROOKIE
Matt Moore 1

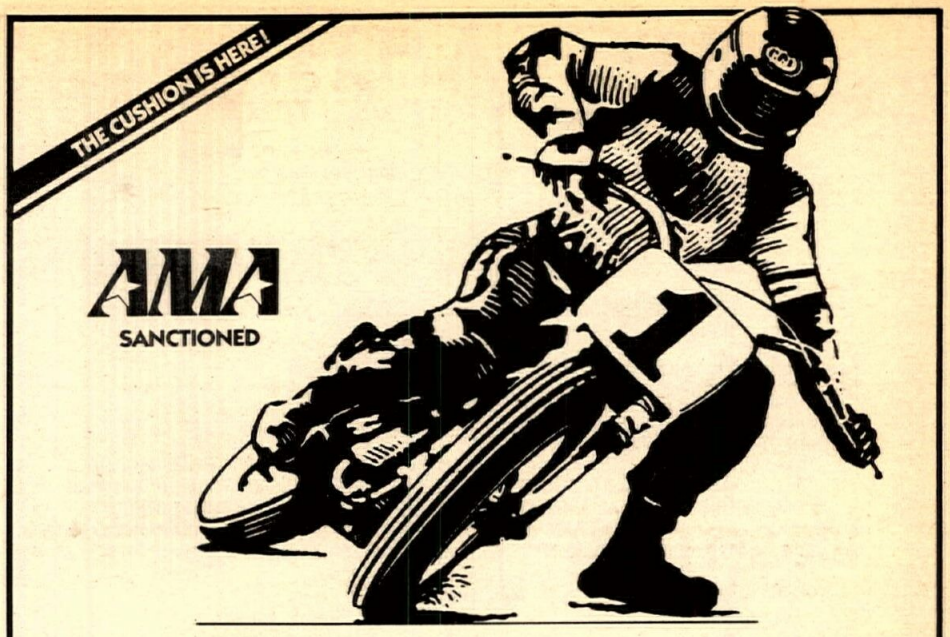
Trials
1986 Oklahoma
Observed Trials
Championship
Final Standings
By Shan Moore

MSTR
Charles Mallow 150
Shan Moore 130
Butch Cribbet 110
Jerry Carrens 70
Tom Lucenta 20
EX
Mitch Bright 130
Mark Dolph 100
Andy Dolph 100
Dick Luce 50
Jim Sohl 30
AM
Steve Fujan 150
Mike Conover 120
Stan Machart 110
Tom Moore 90
Andre LaPorte 80
NOV
Joe Mortimer 150
John Patterson 140
Gary Price 100
William Machart 80

Trophy Pickup

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.





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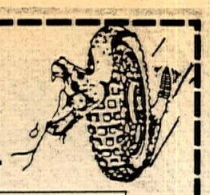

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	11:45 0-175 & WOMEN		
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ORANGE, CALIF. 92669

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Bike _____ cc _____ AMA # Expires _____

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calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series

3/29	Japan
4/26	Spain
5/17	W. Germany
5/24	Italy
6/7	Austria
6/21	Yugoslavia
6/27	Holland
7/5	Belgium
7/19	France
8/2	England
8/9	Sweden
8/23	Czechoslovakia
8/30	San Marino
9/13	Portugal
9/27	Brazil
10/4	Argentina

World Championship Observed Trials Series

3/8	Spain
2/15	Belgium
3/22	England
3/28	Ireland
5/24	W. Germany
5/31	France
6/21	Bodine, PA
7/7	Austria
7/19	Italy
8/30	Czechoslovakia
9/6	Switzerland
9/13	Sweden

Sabine Enduro Circuit Series

2/22/87	String Prairie, TX
4/5/87	Thurber, TX
4/19/87	Fort Hood, TX

Florida Trials Association Series

1/18	Crooms, FL
2/1	Hernando, FL
2/28	Crooms, FL
3/1	Hernando, FL
3/22	Hernando, FL
4/12	Crooms, FL

F.T.R. Championship Hare Scramble Series

1/18	Plant City, FL
2/15	Titusville, FL
3/29	W. Palm Beach, FL
4/12	Lake Placid, FL
5/31	Titusville, FL

Bud Light Texas Arenacross Series

1/16	Fort Worth, TX
2/20	Odessa, TX
3/6	San Antonio, TX

SE&TRA Championship Hare Scrambles Series

1/18	Perry, GA
2/1	Maxey, GA
3/22	Sumter, SC
4/5	Billingsley, AL
5/10	Chattanooga, TN
5/24	Morganton, NC

AMA/NATC National Championship Observed Trials Series

5/16-17	Globe, AZ
5/23-24	Temecula, CA
6/13	Wrentham, MA
6/14	Cayuta, NY
6/20-21	Bodine, PA
9/5	Thielman, MN
9/7	Port Huron, MI

SCORE Int'l Off-Road Series

1/30-31	Parker 400, Parker, AZ
4/3-5	Great Mojave 250, Lucerne Valley, CA
6/5-7	Baja Internacional, Ensenada, Mexico
8/14-16	Off-Road C'ships, Riverside, CA
11/6-8	Baja 1000, Ensenada, Mexico

HDRA Championship Series

3/6-8	Las Vegas, NV
5/7-10	Mint 400, Las Vegas, NV
7/3-5	Fireworks 250, Barstow, CA
9/11-13	Frontier 500, Las Vegas, NV

Willow Springs Formula USA Series

4/4-5	Rosamond, CA
5/2-3	Rosamond, CA
6/6-7	Rosamond, CA
9/5-7	Rosamond, CA
10/1-4	Rosamond, CA
10/31-11/1	Rosamond, CA

CMC Dodge Truck/Golden State Nationals Series

1/10-11	Huron, CA
1/17-18	Carlsbad, CA
1/24-25	Marysville, CA
1/31-2/1	San Bernardino, CA
2/14-15	Adelanto, CA
2/21-22	Brentwood, CA
2/28-3/1	Fresno, CA

*Saturdays Sportsmen, Sundays Pro

Canadian National Supercross Series

5/29	Montreal
5/30	Montreal
6/12	Toronto

SE&TRA Championship Enduro Series

2/8	Sumter, SC
2/22	Delta, AL
3/1	Pelion, SC
3/8	Palatka, FL
3/15	Athens, GA
3/29	Abbeville, SC
4/12	Greenville, SC
4/19	Franklin, GA

RMTA National Trial Series

5/16	Globe, AZ
5/17	Globe, AZ
5/23	Temecula, CA
5/24	Temecula, CA
6/13	Wrenthum, MA
6/14	Cayuta, NY
6/20	Williamsport, PA
6/21	Williamsport, PA
9/5	Thielman, MN
9/7	Port Huron, MI

World Championship 250cc MX Series

4/12	Belgium
4/26	Portugal
5/10	England
5/17	Holland
5/31	Czechoslovakia
6/21	Yugoslavia
6/28	San Marino
7/5	France
7/19	HOLLISTER, CA

World Championship 125cc MX Series

4/5	Holland
5/3	Belgium
5/10	Italy
5/17	Czechoslovakia
5/24	Bulgaria
6/28	France
7/4	Ireland
7/12	Switzerland
7/26	Finland
8/2	Germany
8/16	DELMONT, PA
8/30	Austria

World Championship 500cc MX Series

4/5	Spain
4/12	France
4/26	Austria
5/10	Finland
5/17	Sweden
5/31	Germany
6/14	Italy
7/12	England
7/19	Holland
8/2	Belgium
8/9	Luxembourg
8/30	Switzerland

World Championship Endurance Road Race Series

5/10	Portugal
5/24	England
6/21	Italy
6/28	Austria
7/26	Japan
8/15-16	Belgium
8/30	Germany
9/6	Spain
9/19-20	France

Motocross des Nations

9/13	Unadilla, NY

Trial des Nations

9/20	Finland

World Championship Speedway Final

9/5-6	Holland

World Championship Speedway Pair Final

6/28	Czechoslovakia

International Six Days Enduro

9/21-26	Poland

Florida Winter-AM MX Series

1/10-11	Dade City, FL
1/17-18	Brooksville, FL
1/24-25	Gainesville, FL

JANUARY						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

● Denotes Pro Payback

January 9

ILLINOIS ICE RACE
● Invitational Pro Indoor Series. Half Mile Cycle Race Corp. David Palmer Civic Center, Danville. Info 616/941-0815.

Jan. 9-10-11

CALIFORNIA HARE & HOUND
● Whiskey Pete's/Nissan World Championship Hare & Hound. Whiskey Pete's, I-15 at CA-NV state line. Info 702/457-5775.
CALIFORNIA ROAD RIDE
Great American. Los Angeles city fairgrounds.AMA/D-37.

January 10

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MILE
● Mike Kidd Promotions. L.A. Co. Fairgrounds, Pomona. Info 817/627-7483.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.
ILLINOIS ICE RACE
● Invitational Indoor Pro Series. Half Mile Cycle Race Corp. Peoria Civic Center, Peoria. Info 616/941-0815.
ILLINOIS SHORT TRACK
● USAC & Badger Indoor Midget Challenge. Metro Centre, Rockford. Info 513/492-9765.

Jan. 10-11

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Huron Cycle Park, Huron. Info 714/261-6116.
FLORIDA MOTOCROSS
● FL Winter AM MX Series. Dade City. Info 813/822-8929.

January 11

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
CALIFORNIA ENDURO
Jailhouse Enduro. Busheaters MC. AMA/D-38. Ancient Dry Lake Bed. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● Carlsbad Raceway, Carlsbad. CMC. 714/261-6116.
CALIFORNIA MOTOCROSS
● Sunrise Cycle Park. Adelanto. CMC Info 619/245-7339.
CALIFORNIA MOTOCROSS
● CRC. L.A. Co. Fairgrounds, Pomona. Info 213/830-7519.
CALIFORNIA ENDURO
FRA/CRC. Frosty Cactus Enduro. Red Mountain. Info 714/666-0238.
CALIFORNIA HARE & HOUND
Jack Rabbits MC. Rand Mountain. Info 714/826-5127.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 305/793-3394 or 622-1400.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA HARE SCRAMBLES
Sperin Road, Ball Ground. Info 404/941-8464.
GEORGIA MOTOCROSS
Hillbilly Hills MX, Roberta. Info 912/836-4400 or 836-4234.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
NEW HAMPSHIRE ICE RACE
Lily Pond, Gilford. Info 603/524-3438 before 9 p.m.
NEW YORK MUD & SNOW SCRAMBLES
Square Deal Riders. Belden, I5 mi NE of Binghamton. Info 607/723-2387.
NEW YORK ICE RACE
● Electric City Riders. AMA. Warner's Lake, E. Berne. Info 518/399-4270 or 374-7979.
NORTH CAROLINA MOTOCROSS
Wilkes County MX, between Lenoir & Wilkesboro. Info 704/758-4342.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/239-1598.
OKLAHOMA MOTOCROSS
Motorcycle Raceways. Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
● Allen MX Ranch. Tulsa/Bixby. Info 918/428-1237.
OREGON SHORT TRACK
● S.O.M.A. Indoor. Jackson Co. Expo. Compton Arena, Central Point. Info 503/597-2894.
SOUTH CAROLINA MOTOCROSS
AMA Carolina Winter Series. Hell Hole Creek MX, Leesville. Info 803/532-5778 or 532-9241.

January 16

LOUISIANA SHORT TRACK
Coors Indoor. Indoor Sports, Inc. Monroe Civic Center, Monroe. Info 318/345-1802.
TEXAS ARENACROSS
Bud Light TX Arenacross Series. Will Rogers Coliseum, Fort Worth. Info 817/627-7483.

Jan. 16-17

NORTH CAROLINA ARENACROSS
M & M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.

January 17

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.

Jan. 17-18

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
FLORIDA MOTOCROSS
● Florida Winter AM Series. Croom Raceway, Croom, FL. Info 813/822-8929.
WEST VIRGINIA MOTOCROSS
● Indoor MX Championships. AMA. Civic Center, Huntington. Info 614/753-2169.

January 18

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
● Carlsbad Raceway, Carlsbad. CMC. Info 714/261-6116.
CALIFORNIA DESERT RACE
Bonzai Run. HMR/DCMC*FRT Promotion. Ancient Dry Lake Bed. Info 619/427-5759.
CALIFORNIA HARE SCRAMBLES
Indian Gulch H.S. AMA/D-36. Coulterville. Info 209/334-0946 or 334-9412.
CALIFORNIA GRAND PRIX
● CRC. Glen Helen Raceway, San Bernardino. Info 213/830-7519.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA SMOOTH TRACK TT
● Martinez Racing. Argyll Park, Dixon. Info 415/641-9308.
CALIFORNIA MOTOCROSS
CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
CMC. White Wolf Raceway, Bakersfield. Info 805/834-0284.
FLORIDA TRIALS
FTA. Crooms. Info 813/533-0747 or 683-9319.
FLORIDA HARE SCRAMBLES
FTR. Suncoast Trail Blazers. Plant City. Info 813/351-4056.
FLORIDA FIELD MEET/ROAD RUN
Mustang MC. Bike Show, Field Meet, Road Run. Park & Ride, Orange Streaker Parking Lot, N. Miami. Info 305/929-7058 or 681-4753.
GEORGIA HARE SCRAMBLES
SETRA. High Point HS. Perry.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RCE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
MINNESOTA ICE RACE
● DTRA. 400 Club. St. Cloud. Info 612/593-1283.
NEW HAMPSHIRE ICE RACE
Lily Pond, Gilford. Info 603/524-3438.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX, between Lenoir & Wilkesboro. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose Info 919/875-3805.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
PENNSYLVANIA ICE RACE
AMA/AATVA. Keystone Sportsmen MC. Honesdale. Info 717/729-7458.

January 23

MICHIGAN ICE RACE
● Indoor Invitational Pro Series. Half Mile Cycle Race Corp. AMA/AATVA. L.C. Walker Arena, Muskegon. Info 616/941-0815.

Jan. 23-24

VIRGINIA ICE RACE
● ICE Speedway Series. Salem Civic Center, Salem. Info 602/296-1345.

January 24

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.

Jan. 24-25

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Marysville. Info 714/261-6116.
FLORIDA MOTOCROSS
● Florida Winter AM Series. Gatorback MX Park, Gainesville. Info 813/822-8929.
MICHIGAN ICE RACE
National Amateur. Polka Dots MC. Gladwin Co. Ice Carnival Clubgrounds, Albright Shores. Info 517/835-9355.

January 25

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
ARIZONA DESERT RACE
ADRA. Downtown Gila Bend. Info 602/252-1900.
CALIFORNIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 619/245-7339.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA GRAND PRIX
● New Year's GP. DeAnza Cycle Park, Sunnymead. Info 714/828-1358 or 242-5840.
CALIFORNIA MOTOCROSS
CRC/Vintage MC. L.A. County Raceway, Pomona. Info 805/946-2728.
CALIFORNIA MOTOCROSS
CMC MX Support Race. CMC,SHR. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA HARE & HOUND
Desert MC, Soggy Dry Lake Bed. Info 714/892-4817.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
FMC. South GA MX. Valdosta. Info 912/244-6050.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RACE
Moreland's Supercross Park, Crystal Lake, Crystal. Info 517/235-4105.
NEW HAMPSHIRE ENDURO
Snow Odyssey. NETRA/MVTR. Bearbrook State Park, Allenstown. Info 603/529-7629.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW YORK ICE RACE
● Electric City Riders. AMA. Warners Lake, E. Berne. Info 518/399-4270 or 374-7979.
NORTH CAROLINA MOTOCROSS
Wilkes County MX, between Lenoir & Wilkesboro. Info 704/758-4342.
OHIO HARE SCRAMBLE
Gran Prix Raceway, Canal Fulton. Info 216/239-1598.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Bixby/Tulsa. Info 918/428-1237.
OKLAHOMA MOTOCROSS
● Motorcycle Raceways. Oklahoma City. Info 405/681-9492.
OREGON SHORT TRACK
● S.O.M.A. Indoor. Jackson Co. Expo. Compton Arena, Central Point. Info 503/597-2894.
OREGON MOTOCROSS
● Clarks Branch Cycle Club/MX Northwest. Roseburg. Info 503/673-1671.
SOUTH CAROLINA MOTOCROSS
AMA Carolina Winter Series. Sandhill MX, Chesterfield. Info 803/623-2036.
SOUTH CAROLINA HARE SCRAMBLES
SETRA. Sandblasters of Low Country. Myrtle Beach. Info 803/626-7920.

Jan. 30-31

NORTH CAROLINA ARENACROSS
M&M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.

Jan. 30-Feb. 1

ARIZONA DESERT RACE
SCORE Championship Series. Parker 400. Parker. Info 818/889-9216.

January 31

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA SUPERCROSS
● Coors Supercross. CRC. Anaheim Stadium, Anaheim. Info 714/999-8990.
FLORIDA ENDURO
Night Enduro. Palm Beach Track & Trail Riders. West Palm Beach. Info 305/969-0514.
OHIO ICE RACE
● Pro Indoor Invitational. Half Mile Cycle Race Corp. Hobart Arena, Troy. Info 616/941-0815.

Jan. 30-Feb. 1

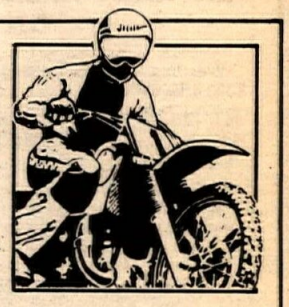
CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Glen Helen Raceway, San Bernardino. Info 714/261-6116.
CALIFORNIA GRAND PRIX
● AMA/D-37. Desert Vipers. Adelanto. Info 714/634-3629.

February 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ARIZONA ROAD RACE
Round 1 AMA/CCS 500k Endurance. PRRO. Firebird Int'l Raceway, Phoenix. Info 602/583-8859 or 993-5384.
CALIFORNIA SUPERCROSS
● Coors Supercross. CRC. Anaheim Stadium, Anaheim. Info 714/999-8990.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CRC. Anaheim Stadium, Anaheim. Info 213/830-7519.
CALIFORNIA MOTOCROSS
CMC. White Wolf Raceway, Bakersfield. Info 805/834-0284.
CALIFORNIA SMOOTH TRACK TT
● Martinez Racing. Argyll Park, Dixon. Info 415/641-9308.
CALIFORNIA ENDURO
AMA/D-37. Golden State Enduro Series, Ventura County MC. Red Mountain. Info 805/526-3667.
CALIFORNIA HARE SCRAMBLES
AMA/D-36. Los Altos Dirt Bikers. Metcalf Cycle Park, San Jose. Info 415/368-9036 or 583-5122.
CALIFORNIA POKER RUN
AMA/D-37. Pasadena MC. Temple City Honda, Las Tunas, Temple City. Info 714/596-5120 or 818/914-3738.
FLORIDA ENDURO
FTR Championship Series. Palm Beach Track & Trail Riders. West Palm Beach. Info 305/622-2591.
FLORIDA TRIALS
FTA Series. Hernando. Info 813/533-0747 or 683-9319.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA HARE SCRAMBLES
SETRA Series. Cherokee H.S. Maxey. Info 803/229-7696.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA HARE SCRAMBLES
Sperin Road, Ball Ground. Info 404/941-8464.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
MINNESOTA ICE RACE
DTRA Ice Series. Centerville. Info 612/593-1283.
NEW HAMPSHIRE ICE RACE
Lily Pond, Gilford. Info 603/524-3438.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW YORK MUD/SNOW SCRAMBLES
N.Y. State Championship. Square Deal Riders. Belden, I5 mi NE of Binghamton. Info 607/723-2387.
NORTH CAROLINA MOTOCROSS
Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLES
Grand Prix Raceway, Canal Fulton. Info 216/239-1598.

CRC Redemption Centers Presents
Amateur Supercross
Sunday, Feb. 1, 1987
at Anaheim Stadium
(Home of the Angels and Rams)
OVER $10,000 In Cash and Prizes
Limited Entry
Ride The Same Course As The Pros!
$1500 Pro MX Purse*
$1500 3-Wheeler & Quad Pro Purse*
Contingencies
$50 Gift Certificates
$30 Gift Certificates
$20 Gift Certificates
Plus 30% Super Stadium Trophies!
SCOTT USA
IMPORTANT! MAIL YOUR ENTRY NOW!
Entries will be accepted on a first come basis. No post entries. Must be 1987 CRC members.
Must ride your highest classification, all class winners will be verified.
Prizes for Sportsman classes:
1st Place $50 Gift Certificate
2nd Place $30 Gift Certificate
3rd Place $20 Gift Certificate
Redeemable at any of the CRC Redemption centers for gifts of your choice.
AXO sport
PJ1 Oil Products ● AXO Hats
* Ten riders required to make class — less than 10 get 75% payback
CRC MEMBERSHIP REQUIRED INFO: (213) 830-7519

CRC Redemption Centers:
* La Habra Suzuki
1200 W. Whittier Blvd.
La Habra (213) 691-3273
* Sunwest Cycles
111 E. 6th Street
Corona (714) 735-7721
* Newhall Kawasaki
24363 San Fernando Road
Newhall (805) 254-2111
* Riders Choice
44211 Yucca Ave.
Lancaster (805) 948-5800
* Simi Valley Honda
4346 E. LA Ave.
Simi (805) 526-4122
* Yamaha of Cucamonga
9760 Foothill Blvd.
Cucamonga (714) 987-2411
* Kawasaki Sports Cycle (Lancaster Kawasaki)
400 W. Ave. I
Lancaster (805) 948-1019
* Pomona Valley Kawasaki
1170 W. Holt Ave.
Ontario (714) 983-5988
* Thousand Oaks Yamaha/Kawasaki
2388 E. Thousand Oaks Blvd.
Thousand Oaks (805) 497-3765
* Granada Yamaha
17602 Chatsworth St.
Granada Hills (818) 366-0646
* Cycle Stuff
15431 Anacapa
Victorville (619) 245-3003

9th ANNUAL TRAIL-WAY
INDOOR MOTOCROSS CHAMPIONSHIP
AMA SANCTIONED
Sat. Jan. 31 & Sun. Feb. 1, 1987
Pennsylvania Farm Show Arena
Cameron & Maclay Streets, Harrisburg, PA
COMPLETE RACE EACH DAY

• All Size Cycles — 3 & 4-Wheelers
• All AMA, District Riders Welcome
• Professional, Expert, Senior, Amatuer, Youth & Female Classes
$10,000.00
Contingencies — Trophies — Prize Money
District Number Six Sports Association
Pre Entry Fee — 2-Days $50.00
Post Entry Fee — 2 Days $100.00
Send Today For Pre-Entry Forms
Tickets by mail & entry closes Jan. 24, 1987
Over 600 Riders Enter Each Year!
A.M.A. District 7
Send 4"x9" SASE for all return mail.
Trail-Way Speedway, 100 Speedway Lane, Hanover, PA 17331-8917
Office open daily 8:30 to 4:00
Call (717) 359-4310

Who did how? Read results.

NEW YEAR'S GRAN PRIX
CRC
SUNDAY, JANUARY 18, 1987
Glen Helen Cycle Park ● Devore, California
Overnight Camping OK ● Must be in by 8 p.m.
DON'T MISS IT! ● Membership Not Required ● MX-GP-ATV POINTS
Doublecross, AMA, SRA, Desert Buicks, CMC, District 37, NMA - WELCOME

8:00 a.m.	Parade Lap	12:30	Parade Lap
8:30	All Mini & Women	1:00	All Beg.
9:30	Quads & ODY	2:00	Pros & Int.
10:30	CRC Vets (+30, +40)	3:00	All Nov.
11:30	3-Wheelers	4:00	Team Race

Each Class Race 45 Minutes ● 20% Trophies ● Superb Finisher Pins
CASH TO PROS ● No post entry penalty for 2nd class entered.
MAIL ENTRY: $20, Non-Member $25 ● POST ENTRY: $25, Non-Member $30
1987 CRC Membership Available
Mail entries and two (2) legal size self-addressed envelopes (SASE) to:
CALIFORNIA RACING CLUB, 24518 Island, Carson, CA 90745
INFO: (213) 830-7519

CRC CALIFORNIA RACE SCHEDULE
ATV Classes At All Events
Jan. 11 - MOTOCROSS L.A. County Raceway
Jan. 25 - MOTOCROSS L.A. County Raceway
Jan. 18 - HAPPY NEW YEAR GP Glen Helen
Feb. 1 - MOTOCROSS Anaheim Stadium
(213) 830-7519

NMA
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE MOTORCYCLE MOTOCROSS
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

PERRIS
...Is The Place!
Jan. 10 - SMX
Jan. 11 - CRC MX
Jan. 17 - SMX
Jan. 24 - SMX
Jan. 31 - SMX
Feb. 1 - CRC MX
Feb. 7 - SMX
Feb. 8 - SMX

FROSTY CACTUS

Family Racing Assn. Proudly Presents:

The Frosty Cactus

January Family Enduro

JAN. 11, 1987 ● RED MTN., CA

20% Trophies ● FRA Points
2 Loops ● 70 Miles ● 8 a.m. Start

ATV's Welcome ● Silencers Required
Green Stickers Advised
Super Trophies! Super Finisher Pins!

SATURDAY POKER RUN — Fun, Easy Course, approximately 10 Miles. ● 2 p.m. Start ● $5.00 Entry
Mail Entry $24 ● Post Entry $29 ● Non-Members add $8.00 ● Special Family Discount (Call)
Beginers $20 — One Loop, No Trophies

Contingencies By: Duralube, O'Neal U.S.A., I.C.O. Pro Performance, Answer Products, Malcolm Smith, Magnum Motorcycle Products By Progressive Suspension, Banzai Brothers, Desert Racing, Richter Performance Systems, and Scott — Official Goggles of FRA

Mail entries and 2 legal, self-addressed stamped envelopes to: **FAMILY RACING ASSN.** P.O. Box 1007, Yorba Linda, CA 92686/**(714) 666-0238**

12th Annual

MOTORCYCLE ICE RACES

AMA SANCTIONED

AATVA INVITATIONAL INDOOR PRO SERIES

New For '87, 9 Pros On...

QUADS / January 1987

Fri. Jan. 2 —
Ft. Wayne, IN — the Coliseum
(219) 482-9502

***Fri. Jan. 9 —**
Danville, IL — Civic Center
(217) 431-2424

Sat. Jan. 10 —
Peoria, IL — Civic Center
(309) 673-8900

Fri. Jan. 23 —
Muskegon, MI — Walker Arena
(616) 724-6767

Sat. Jan. 31 —
Troy, OH — Hobart Arena
(513) 339-2911

**Danville, Quad demo only*

16 Camel Pro Racers/9 Quad Superstars
30 Races + 2 Main Events

Brow ● Springsteen ● Drake ● Ingram ● Mertens ● Hebb ● Morris ● Estep ● Atherton ● Knapp ● Rhoads ● Hardin ● Sulaty ● Stump ● Coe ●Mayer ● Martin ● plus Quad Stars

Check Local Box Offices for Times and Ticket Info.
Half Mile Cycle Race Corp., Producer
(616) 941-0815 Staton Lorenz

INTER·SHOWS

Presents

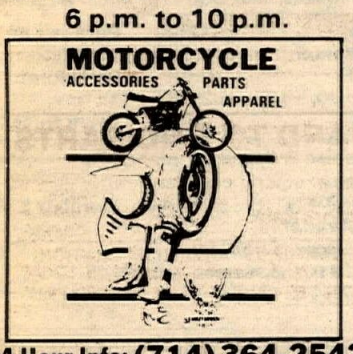
MOTORCYCLE SWAPMEET

Coors

FRIDAY, JANUARY 16

6 p.m. to 10 p.m.

MOTORCYCLE



24 Hour Info: (714) 364-2542

Orange County Fairgrounds, Costa Mesa, CA

BUY OR SELL

Sellers: Hurry and reserve your spaces...they go quickly. Spaces include 10'x10'x15' areas, priced from $15 to $25 depending on size and location. There's a special area for selling motorcycles, too. For $10 anybody can display a bike in a Motorcycles-Only area, so people can see what you have to sell. Anyone can be a seller.

SELLER'S SPECIAL
All Prepaid Spaces Prior to Jan. 12
$5.00 DISCOUNT PER SPACE

INTER-SHOWS
BOX 2910/MISSION VIEJO, CALIFORNIA 92690
Office Hours: Tuesday & Thursday 10 a.m. to 2 p.m.
(714) 364-0515

AMA District 37 Calendar

Southern California

For Competition Cards & Schedule Call Art More (805) 492-1398

Jan. 11	**Jackrabbits M.C.** Rand Mtn. lime from 395 Prior to Red Mtn. (714) 774-4192 Dale Howard	H&H
Jan. 25	**Desert M.C.** Soggy Dry Lake lime from Lucerne. (714) 892-4817 Ed Farrell	H&H
Jan. 31/Feb. 1	**Desert Vipers M.C.** Adalanto (213) 325-9023 Dennis Duke	GP
Feb. 8	**Four Aces M.C.** Fremont Valley lime from 395 & Randsburg Road also Hwy 14 & Garlock Rd. (818) 998-4935 Jim Main	H&H
Feb. 22	**Brush Busters M.C.** Camp Rock Rd. lime from Lucerne (818) 443-4618 Sid Ahuero	HS
Feb. 28/Mar. 1	**Viewfinders M.C.** Riverside Raceway (714) 751-9238 Ken Boyd	GP
Mar. 1	**Chapparales M.C.** Red Mtn. (Teagle Wash) lime from 395 at Trona Rd. (Red Mtn.) (714) 528-3007 Bill Adams	Enduro

DISTRICT 37 ROAD RIDING
OFFICE: (818) 249-2141

Jan. 9-11	**Great American.** Los Angeles City Fairgrounds. San Bernardino Fwy, 30 mi. east of L.A., exit Ganesha Blvd. & Follow signs.
Jan. 10-11	**U.S. Motorcycle Tours.** Death Valley Tour
Feb. 1	**Pasadena Motorcycle Club**
Mar. 1	**Accessories Unlimited**

National AMA
Membership Information
1 (800) AMA-JOIN
Call between 6 a.m. - 2. p.m.
California Time

GRAN PRIX so. cal. DOUBLE CROSS

DOUBLE CROSS RACING

● **SUN. FEB. 15**
Perris Raceway
Perris, CA

INFO: (714) 371-6333

SRA California Schedule

Jan. 25 — NEW YEAR G.P.
DeAnza Cycle Park
Feb. 22 — SOBOBA G.P.
Mar. 29 — GLEN HELEN G.P.
(714) 828-1358

WHITE WOLF RACEWAY

Motocross At
WHITE WOLF RACEWAY

JAN. 18

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Bakersfield, CA

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(714) 780-0952

Polka Dot Motorcycle Club
January 24, 25 1987
Amateur National Championship Ice Races
Motorcycles, 3 & 4 Wheelers
Albright Shores, MI/**(517)835-9355**

OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
PENNSYLVANIA ICE RACE
AMA/AATVA. Keystone Sportsmen MC. Honesdale. Info 717/729-7458.

February 7

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA KIDURO
CRC. Barstow-Sidewinder Road. Info 714/689-6114.

February 8

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA DESERT RACE
● Team 200. AMA/D-38. Team Threat/FRT Promotion. Yuha. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● CRC. L.A. Co. Raceway, Pomona. Info 213/830-7519.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA ENDURO
CRC. Candy Ass Enduro. Barstow-Sidewinder Rd., Barstow. Info 714/689-6114.
CALIFORNIA HARE & HOUND
36th Annual Moose Run. Four Aces MC. Downtown Fremont Valley. Info 818/998-4935.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RACE
AMA. Valley Trail Riders. Bay City. Info 517/754-5842.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW HAMPSHIRE ICE RACE
Lily Pond, Gilford. Info 603/524-3438 before 9 p.m.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON SHORT TRACK
● SOMA Indoor Series. Jackson County Expo, Compton Arena, Central Point. Info 503/597-2894.
SOUTH CAROLINA MOTOCROSS
AMA Carolina Winter Series. Hell Hole Creek MX, Leesville. Info 803/532-5778 or 532-9241.
SOUTH CAROLINA ENDURO
SETRA Series. 19th Annual Sumter Enduro. Sumter. Info 803/481-9011.

February 14

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA SUPERCROSS
● CRC. San Diego. Info 213/830-7519.
FLORIDA MOTOCROSS
Indoor MX. Indoor Sports Inc. Jacksonville Coliseum, Jacksonville. Info 904/744-7984.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.

Feb. 14-15

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Sunrise Valley, Adelanto. Info 714/261-6116.

February 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ARIZONA ROAD RACE
PRRO. Sprints. Firebird Int'l Raceway, Phoenix. Info 602/583-8859 or 993-5384.
CALIFORNIA ENDURO
D-36 Regional. B & C Championship. Salinas Ramblers MC. Clear Creek between King City & Coalinga. Info 408/422-3232.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen Raceway, San Bernardino. Info 213/830-7519.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA SMOOTH TRACK TT
● CMC. Martinez Racing. Argyll Park, Dixon. Info 916/678-3592.
FLORIDA HARE SCRAMBLES
FTR Series. Apollo. Titusville. Info 813/351-4056.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
MICHIGAN ICE RACE
Polka Dots MC. Gladwin County Ice Carnival Clubgrounds, Albright Shores. Info 517/835-9355.
MINNESOTA ICE RACE
● DTRA Series. Centerville. Info 612/593-1283.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.

February 20

TEXAS ARENACROSS
Bud Light Arenacross Series. Mike Kidd Prom. Ector County Coliseum, Odessa. Info 817/627-7483.

Feb. 20-21

OREGON MOTOCROSS
● SOMA. Indoor. Jackson County Expo, Compton Arena, Central Point. Info 503/597-2894.

February 21

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.

Feb. 21-22

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Sandhill Ranch, Brentwood. Info 714/261-6116.

February 22

ALABAMA ENDURO
SETRA Series. Piney Woods Enduro. Delta. Info 404/288-5305 or 373-3447.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA DESERT RACE
● The King. Fudpucker Racing Team. AMA/FRT/D-38.Ancient Dry Lake Bed, Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNOIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA GRAND PRIX
● Diamond Head GP. CRC. L.A. Co. Raceway, Pomona. Info 213/830-7519.
CALIFORNIA DESERT RACE
AMA/ D-38. FRT 150 mile King of the Desert Race. Ancient Dry Lake Bed. Info 619/465-5023.
CALIFORNIA HARE SCRAMBLES
Brush Busters MC. Camp Rock Rd, Lucerne. Info 818/443-4618.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC. Belden, 15 mi NE of Binghamton. Info 607/723-2387 or 693-2634.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
● Clarks Branch Cycle Club. Roseburg. Info 503/673-1671.
SOUTH CAROLINA MOTOCROSS
AMA. Carolina Winter Series. Sandhill MX, Chesterfield. Info 803/623-2036.

Feb. 27-28

NORTH CAROLINA ARENACROSS
M & M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.

February 28

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.

Feb. 28-March 1

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Fresno Finale. Fresno. Info 714/261-6116.
CALIFORNIA GRAND PRIX
View Finders MC. Riverside Raceway, Riverside. Info 714/751-9238.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town : _____ **State :** _____

Phone number (with area code) for more information: _____

Your name: _____

WANT ADS

Help Wanted

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For Salesmen and on Counter Parts Person. No experience necessary. FOOTHILL YAM-KAW offers stability and security combined with excellent benefit package. Come grow with us. Southern California's fastest growing dealer group. Ask for Art. (818) 352-2947. (250-01)

Mechanic Needed
Immediate opening for experienced Mechanic at a rapidly growing Honda-Yamaha dealership. Must be self motivated, professional and willing to hussle. We are very busy all year! This position offers good pay and year round employment. POPOLI HONDA-YAMAHA, Springfield Rd, Westfield, MA 01085. Please send resume or call and ask for Mark. (413) 562-5664. (150-01)

Manufacturer's Reps Wanted
Regional Reps wanted to represent one of the world's oldest and largest helmet manufacturers. Select territories available east of the Mississippi river. Full line of kevlar, fiberglass and polycarbonate helmets, as well as gloves, boots and leathers. Good commission plan and excellent support program. Contact Michael Parrotte, AGV HELMETS, 4626 Wisconsin Ave NW, Washington DC 20016. (301) 663-4550, (800) 248-2483. (101)

Wanted: Service Writer
Experienced or will train. S. Cal Honda dealership, great location. Send resume to: Cycle News, Dept. SW, P.O. Box 498, Long Beach, CA 90801. (201)

Accessory Sales Manager
Now accepting resume's for Manager, San Francisco Bay area. Experienced, good product knowledge, street and dirt, good personality. Can earn 20,000 plus with benefits. Send resume to: Personnel Manager, P.O. Box 2278, Martinez, CA 94553. (101)

Design Engineer
Assistant to do applications, proto's, patternwork and production engineering on motorcycle, auto, bicycle and industrial products. Background pluses; Mechanical Engineering degree, drafting, plastics experience, Cad/Cam. Permanent position, good salary, benefits, profit sharing. NATIONAL CYCLE INC, Maywood, IL. (312) 343-0400. (301-02)

★★★M/C Technician★★★
The Motorcycle Mechanics Institute in Phoenix, AZ is looking for qualified Instructor trainees for it's advanced program. Must have strong performance and machinist background. No teaching experience necessary. Pay commensurate to skills. Call Dave Bush at 1-(800) 528-7995. (201-02)

White Bros Needs Shipper
Do you know motorcycle parts? Can you type and learn computers? If so, call Tom or John at WHITE BROS. Good starting salary. (714) 895-1991. (201)

★★Har-Dav Technician★★
Head Mechanic wanted with 10 years experience. Current certified mechanic should know complete rebuilding of engines, electrical systems, boring bar, millings machine and lathe. Need your own tools. Hard working reliable applicants send your resume and copies of diplomas to: MILWAUKEE HARLEY, 6312 W Fond du Lac, Milwaukee, WI 53218. (414) 461-4444. (101)

Sales Person
Area exclusive Honda, Harley Davidson desires experienced Sales Person who is interested in making money. Only need someone with good track record, who has desire to excell. Prior sales persons have averaged aprox twice area average income. Store is presently being remodeled and enlarged. KNOXVILLE HARLEY DAVIDSON-HONDA, 5820 Clinton Hwy, Knoxville, TN 37912. (615) 689-2454. (201-03)

Sales People
Honda of Poway has Sales positions open immediately. Just north of San Diego. Busy, year round. Honda Gold Medal winner. One of top 50 dealers in U.S.! Top pay plan. PO Box 456, Poway, CA. (619) 748-4151. (249-02)

Service Advisor
Experienced Service Writer for Southern California Honda dealership. Good verbal and writing skills a must. Ask for Steve. HONDA OF OCEANSIDE. (619) 433-6830. (101-02)

Mechanic & Apprentice Mech.
Experienced with tools. Immediate opening. Good pay, great position with growing, multi-brand, independent dealership in sunny Corona. MOTORCYCLE CITY USA (714) 734-9500. (235/TFN)

★Honda Service Mgr★
Northern California Honda dealership seeking experienced Honda Service Manager. MAPS experience preferred but will train right person. Excellent working conditions, beautiful area. Salary plus commission, medical and dental benefits. A great opportunity for self starting professional individual. A growing organization. Send resume to: Cycle News, Dept Service, P.O. Box 498, Long Beach, CA 90801. (101-03)

Orlando, Florida!
Brand new two story addition to our building has created immediate openings for experienced Parts and Sales personnel. Salary plus benefits open for discussion. Call Tom now at (305) 273-3579. (201)

New Endurance Team
Pit crew, riders, scorers, mechanics, sponsors, will be contender! Yamaha FZ600. Be a part of 110% team effort, write: RTZ, Box 392, Goodview, VA 24095. (301)

Sales Position
Fantastic opportunity! Franchised Honda, Yamaha, Kawasaki, Jet Ski, Wetbike, ATV, Power products. See Steve Berkeley, CHAMPION M/C, 1590 Newport, Costa Mesa, CA. (714) 642-4343. (250-01)

Are You a Good Salesperson?
Do you love motorcycles? Do you like good pay and a five day work week? If so, call us now!! Ask for Bill, L.A. SUZUKI-KAWASAKI, 1525 La Cienega Blvd. (213) 854-7788. (201)

Honda Parts Manager
Established Honda dealer looking for an experienced Parts Manager, MAPS training preferred. Contact Marty, NORTHERN ILLINOIS HONDA. (312) 362-7110. (250-01)

Business Opportunities

Santa Fe, New Mexico!!!
Six year established dealership. Honda, BMW, Harley-Davidson. Premium dealership, premium location. Annual sales 1.65 million. Jad Davis, THREE WHEELS, INC, 3675 Cerrillos Rd, Santa Fe, NM 87501. (505) 471-4000. (150-01)

SOUTHERN CALIFORNIA DISTRIBUTOR of Motocross and ATV accessories seeks partner. $10,000 investment. Will consider merger with other small distributor. Contact Mike (714) 947-8805. (101)

Yamaha Dealership For Sale
Puget Sound area, excellent opportunity with motorcycle, Moto-4, Riva, snowmobile franchises. 4200 sq. ft. building. $231,500. Contact Bill at Yamaha Northwest, 2233 James St, Bellingham, WA 98225. (206) 734-3929. (101-02)

Do you remember 1974?

We can't forget. In fact, we've just discovered a limited quantity of reminders, namely the Cycle News Posterbook which commemorates that wonderful year in beautiful color. Black and white, even.

Relive those precious moments with a full-size color poster of Evel Knievel, dangling from a parachute as he sinks into the Snake River Canyon! Wow your friends with a sharp black and white etching of Kenny Roberts! Make people gasp in disbelief at the mighty, the large, the awfully long Great American Motorcycle! And, hey, you guys — the backside of the Cycle News Posterbook has a fully tricked out Dunstall Norton, and what it's got looks a lot better than chrome. Take our word for it.

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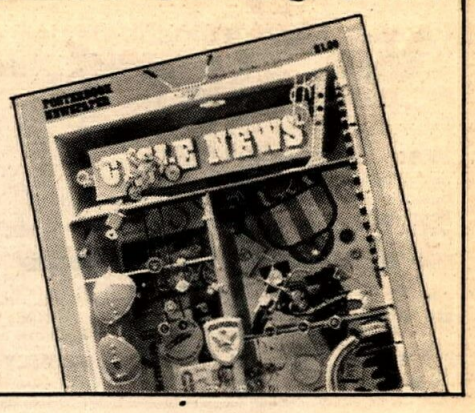

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Phoenix Metro Yamaha Dealer
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Wanted: Dealership
Financially able party wishes to purchase going business in sunbelt area. Will look at all deals. Reply to: Cycle News, Dept RH, P.O. Box 498, Long Beach, CA 90801. (101)

Positions Wanted

Mechanic Available
Ready for competitive motocross team. 31 years old, 10 year technical experience. Excellent drivers record. M.D. Johnson (509) 765-5013. (301)

Professional Race Mechanic
Seeks position with quality Roadrace team. Four years factory level experience, Daytona 200 plus 10 other National wins to credit. For resume send all inquiries to: Cycle News, Dept KF, P.O. Box 498, Long Beach, CA 90801. (301-02)

Lou's Leathers
All types of competition and street leathers. Catalog available. LOU'S LEATHERS, 300 Peck Rd, Elkhorn, KY 42733. (606) 787-5029. (101-04)

1985 KX125 Kawasaki
Excellent holiday gift. Completely stock, runs perfect. $1000/OBO. Dave (714) 595-3298 evenings. (101-02)

Jets for '87 MXers
We stock a complete supply of Mikuni & Keihin parts and carbs. CARBURETOR PARTS WAREHOUSE. (216) 725-8323. (201-04)

1962 Triumph TR6SS Engine
Newly rebuilt .030 over includes trans and magneto. New electrics, ready to drop in your frame. $500 plus shipping. (201) 454-8886. (101-02)

Epoxy Frame Painting
Frames sandblasted, epoxy painted and baked. Exhaust pipes blasted and painted with 1400 degree header paint. Piston and gear coating using Kal-Gard dry film lubricant. (313) 686-5934. (101)

'87 USA R.R. Calendars
BY LOCKHART. Exciting full color poster size calendar captures the excitement of a complete season of Superbike F1, F2, Endurance and BoTT Road Racing. A must for road race and superbike enthusiasts! $11.95. For information contact LOCKHART, 15717 Texaco St, Paramount, CA 90723. (213) 630-4621. (249-02)

GSXR Superbike
Fresh top & bottom end, oversized cylinders, stage II cams, headwork, carbs, pipe, big wheel, all street parts and much more. Professionally tuned. $2950. Barry at (213) 372-8175. (150-01)

IDEAS, INVENTIONS, TECHNOLOGY WANTED! Call free 1-(800) 528-6050 Candada 1-(800) 528-6060 X-831. (101)

Brand New '86 Ninja 1000
Bike has 1000 miles, so new it doesn't have license plate yet. $3900. (714) 758-2908, (714) 535-7338. (401-02)

'86 RM125 Suzuki
New top end, runs great!! $1100. (714) 994-1779 Jeff. (401-02)

Will Pay Cash
For 29 mm Mikuni flat slide carburetors. Call (203) 822-9062 Bill collect after 8 pm. (101)

'86 CR250 Clean
Ridden four months, excellent condition. $1600. (714) 952-2317 Joe. (101-02)

1986 WESLAKE MARK V. FRESH MOTOR, Godden frame, Del 'Orto carb and new N.E.B. clutch. $2450. (714) 984-1876 ask for Andy. (150-01)

JAWA 2 VALVE, EXCELLENT CONDITION, fresh motor, very fast and race ready, many extras. Must see to appreciate. $1300/OBO. Randy (213) 593-0203 days, (213) 862-7877 evenings. (301)

'85 KTM 500 MXC
W/B suspension mods, ridden by Senior only. Excellent. Must sell. $1350. (619) 647-6383. (301-02)

'85 KTM 350 MXC
Fully Enduro equipped, excellent condition. $1700/OBO. (213) 421-8006. (101-02)

Wanted: H.D. Roadracers
KR, XR, CR, Serious buyer. Call (617) 339-9645 before 8 pm. (301-04)

FJ600 ROLLING CHASSIS, FRAME PERFECT, fairing scratched. $1000. FJ1100 parts, new front end, stock brakes, shock, race proven suspension, Progressive springs, Tele-fix, Works remote Rem/Res, ultra sport shock. $400 a set. (914) 962-7110. (301-02)

RZ350 PARTS WANTED: Need rear wheel, stock parts removed for racing and performance parts. Trick RD350/400 parts also. (702) 733-7603. (101)

1986 TT225 YAMAHA, GREAT TRAIL BIKE, ridden four times. $1450. (714) 784-2715 after 5:30 pm. (101)

Avio Wheels Ultralight
Magnesium wheels for GSXR and FZ. STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (250-02)

'86 M-Star 500
Excellent condition, low miles, quit ridding. $1400. (213) 471-2573. (301)

'85 CR500 HONDA, VERY FRESH MOTOR, too many extras to list. $1400. Call Jim at (415) 368-5712. (101-02)

Knight Yamahas
TT500, wide rims, Barnes, Grimeca, Fox, Del'Orto, extra wheels, $1750. YZ490, Barnes, Lectron, Grimeca, many spares, $950. Both for $2400. (209) 239-7136 evenings. (101)

1984 YZ490 YAMAHA, LIKE NEW, many extras. $950/OBO. (319) 689-4675 Iowa. (101-02)

SALE: DIRT TRACK FRONT END, Ceriani clamps, Betor forks, excellent shape. $125. (315) 255-2644. (101)

1982 HUSKY CR250, DESERT TANK, skidplate, speedo. $600. (213) 662-2015. (101)

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1966 N15CS, less than 10,000 miles, looks and runs like new. Stored 15 years. $2495. Call (408) 272-8393 after 6 pm. (301-02)

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D's LEATHERS. (419) 729-9639. (127-05)

VANCE & HINES HEAD, CAMS. $250. Starter plate, nut, starter cart. $300. FBG head, cams, Kaw MRE air shifter, new. $100. Kawasaki parts. (304) 565-4062. (101)

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Brand new Nico Bakker aluminum frame, spare motor and frame. Excellent condition inside and out. New fairing, many spares. Must sell. (914) 683-5666. (301-02)

1978 MT125R II HONDA, spares. $700 plus shipping. (515) 244-4786. (301-03)

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Especially factory or support bikes. Call (617) 339-9645 before 8 pm. (301-04)

'79 Knight 500 Honda/Fast
Trick head, fresh top end, new clutch, new WM 4, 5. All the good stuff. Very fast, lots of tires, spare forks, sprockets. $3500. (517) 673-7196. (101)

1986 Husky 500XC/$1495
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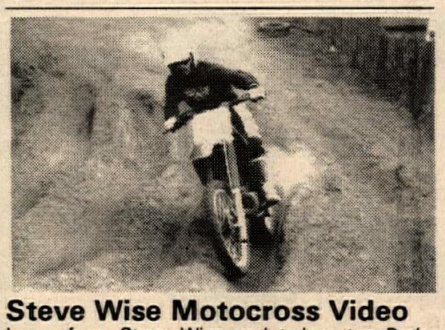

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Professionally maintained, aluminum sub frame, Pro Circuit pipe, Renthal bars. Must see, won't last long. $1500. (619) 321-6419 after 5 pm. (101)

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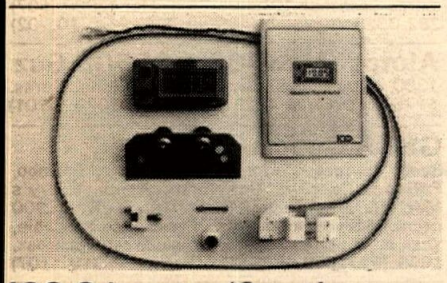

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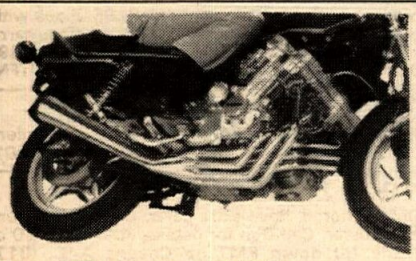

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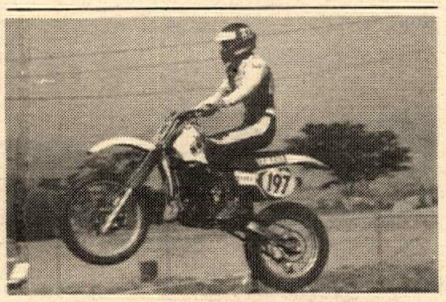

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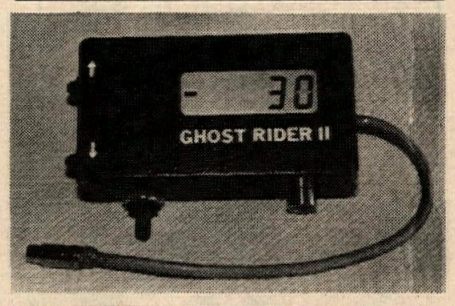

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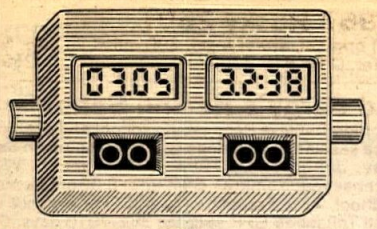

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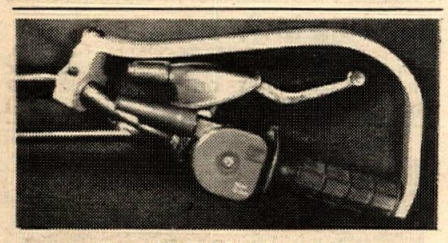

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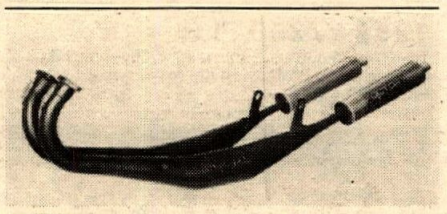

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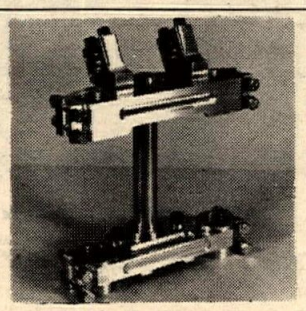

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Blackloy rear sprockets, $39.58. Steel rear sprockets, $24.95. Countershaft sprockets, $13.81. RK o'ring, $44.95. Freight prepaid, UPS COD, Visa/MC. MIKES CYCLE SUPPLY, 5751 Evangeline St, Baton Rouge, LA 70805. (504) 355-4525 or 1-(800) 367-5209. (201/TFN)

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250cc 2-cycle, 2 cylinder Roadrace GP replica. Japanese model. All aluminum frame and swingarm. California registered, Avon blue dot tires, 5000 km (3200 miles). Must sell. $3200/OBO. (714) 594-7755 days, (818) 964-6051 evenings. (101-03)

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It Was A Very Good Year

1974 saw Nixon nose dive in the political world and Kneivel nose dive into Snake River. What a year! Now you can have a piece of it courtesy of Cycle News. We have a limited number of very special Posterbook Newspapers available from that memorable year. The photographs and illustrations in the Posterbook will conjure up wonderful images and memories from that enigmatic era. Save a bit of history for yourself. Order your Cycle News Posterbook Newspaper today for only $2.00 from the Cycle News Product Order Form located below the Advertiser's index. (5/TFN)

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Boss frame, Lillie motor, Works, Marzocchi, Megacycle, Wiseco, ST & TT. Yamaha TT500, Viper frame, ST & TT, some spares. Will deliver. Call Mark (806) 745-5737 days, (806) 794-6923 nights. (301-02)

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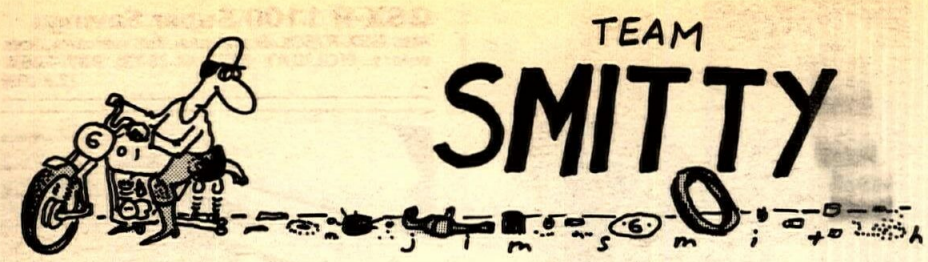

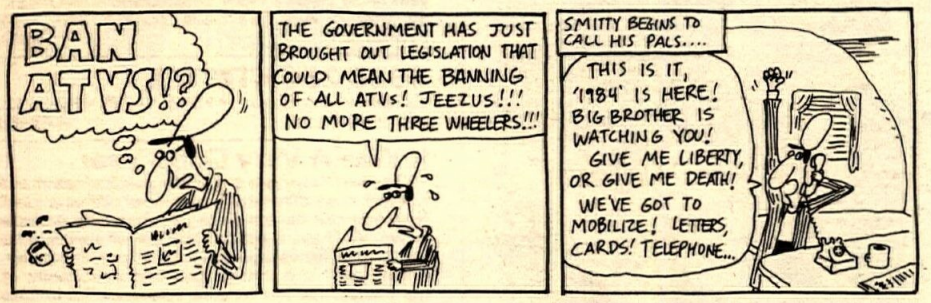

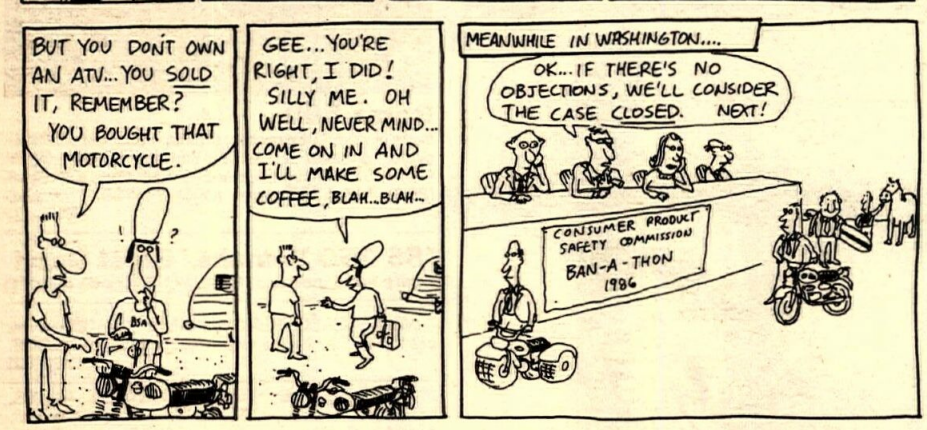

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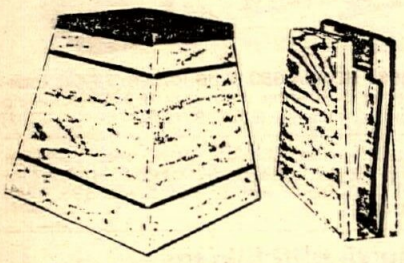
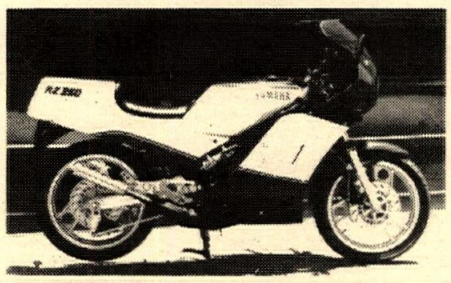


AT LAST! A STURDY SPACE SAVING WORK stand that slips together in seconds at the track. Holds any size dirt bike. $29.95 plus $7.00 shipping WAGS, 5271 Newton Falls Rd, Ravenna, OH 44266. (101-02)

1974 DUCATI 750S IMOLA replica, show quality. $3200. Leaving country, must sell. (206) 892-4883. (301)



'85 RZ350 Yam Show Bike

RSC motor, Fox, Calfab, full fairing, custom seat, paint, Toomey, clip-ons, Canadian tank, many other extras. Built for show. Very fast and reliable, low miles. One of a kind 2-stroke. Bike has everything. $3250. (714) 838-6558. (301-03)

CUSTOM VW SHOW WINNER TRIKE. 1600cc, full auto trans. Plus, 15 ft enclosed tandem trailer. All for $10,000/OBO. Will consider equal $$ trade. Gene Drew (805) 245-2212. (101)

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These Cycle News "Anything Else Is History" T-shirts reflect both our dedication to bringing you up to the minute coverage and your dedication to getting the most from the source you choose to cover your favorite sport. You can wear this T-shirt with pride, but we suggest you wear pants too! Order yours today from the Cycle News Product Order Form located below the Advertiser's Index. (5/TFN)

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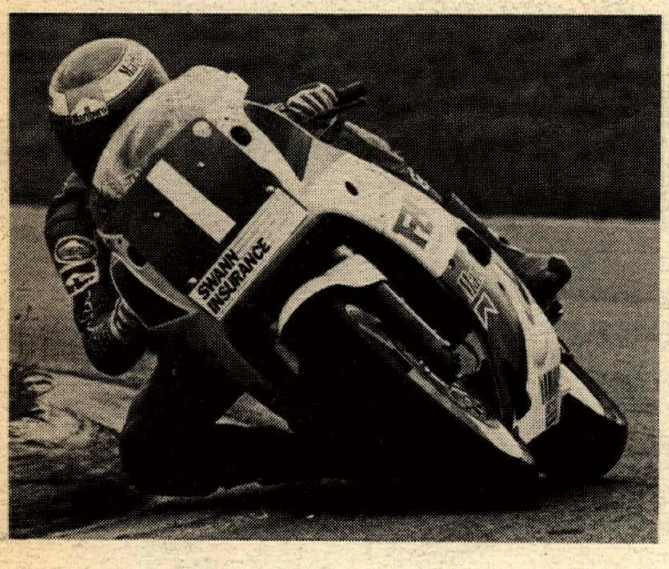
Yamaha finishes fourth!



Great, huh?

Actually, it was.

It happened in the Swann International Series in Melbourne, Australia. A three-round, six-heat event.

Riding a stock FZR1000 against a field made up entirely of Gran Prix bikes, Michael Dowson took an incredible fourth place overall. Including third place finishes in two of the heats.

Now, to be honest, his FZR1000 wasn't completely stock. He did change the tires. Otherwise, it was exactly like the production FZR1000. The same motorcycle you can buy at your local Yamaha dealer.

It's not often that we get so excited when one of our bikes doesn't win.

But then, in this case, coming in fourth was a first.

YAMAHA

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